

The AMERICAN LEGION Weekly



Drawn by
C. LeRoy Baldrige

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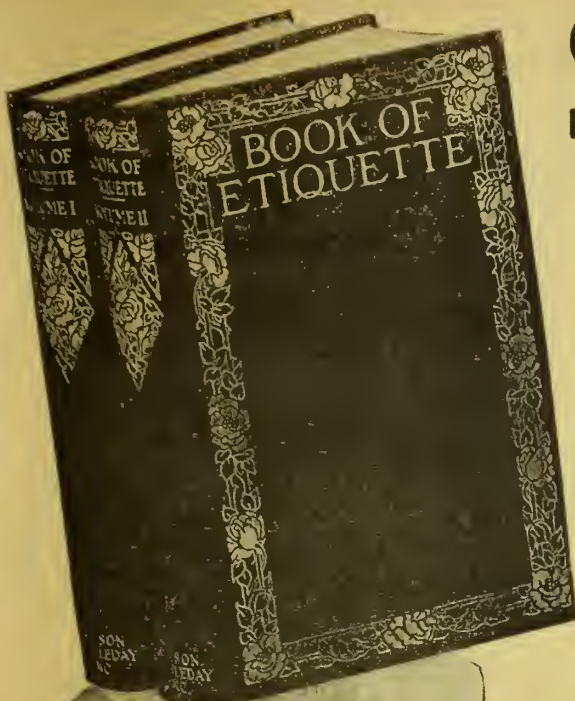


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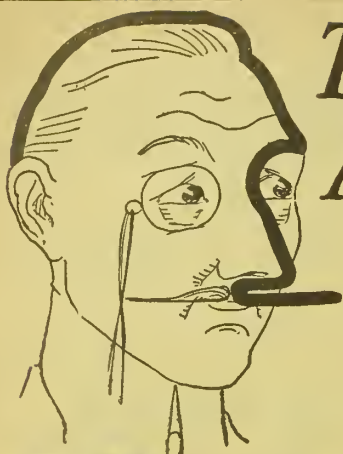
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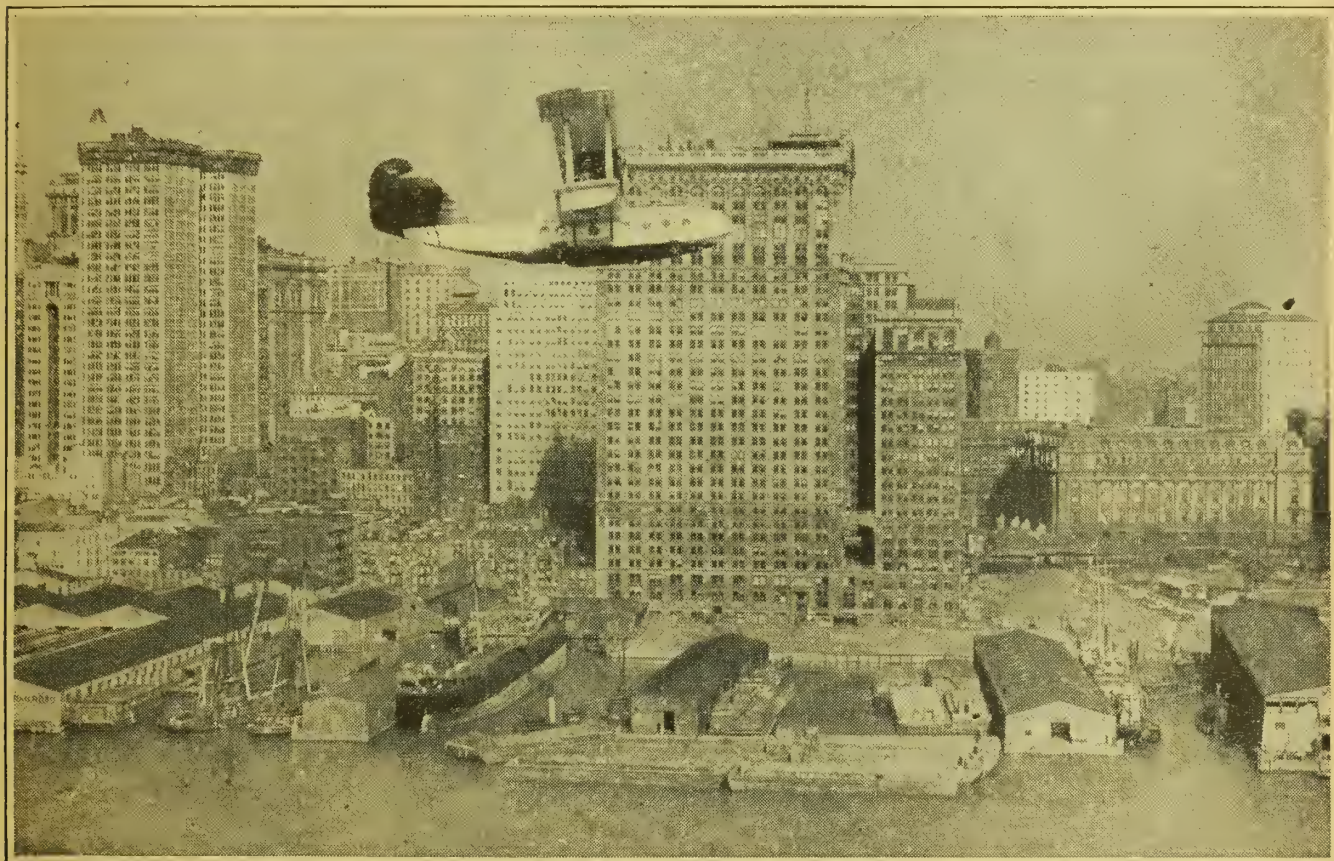
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© Major Hamilton Maxwell

New York-Atlantic City air express passing down the Hudson River against a background of lower Manhattan skyscrapers

Our Merchant Air Marine

WHEN you buy a stack of chips and sit in for a session of poker, you know in advance the relative values of every hand you will hold.

For ships there are laws and regulations that guarantee the seaworthiness of the craft and the competence of its master and crew. Railroads know their exact liability for the safety of passengers and freight and to what extent they are responsible, if at all, for the demise of a stubborn bossy-cow that disputes the right of way with a locomotive. You would never think of driving an unlicensed automobile along a public highway or of jestingly remarking to a traffic cop that you hadn't bothered to secure an operator's license because there was too much red tape. It is not necessary to consult a lawyer to know your chances for a favorable verdict in an accident which occurred

Its Handicaps and Its Hopes

By Samuel Taylor Moore

while you were driving on the left side of the street.

Yet you may buy an airplane with an engine that is so much junk, with moth-eaten wings and wobbly struts, hop in for a trial flight without previous instruction and travel when, where and how you please without real danger of arrest. Should your aerial adventure end—as is likely—with arrival in a strange house via the roof, who is to say you were criminally negligent, who is to say you must hire a carpenter to reshingle the roof or whether the tenant must buy you a new airplane because

his home obstructed your right of way?

There is no Federal law on the subject. Five of the 48 States in the Union have adopted regulatory legislation for flying which is fairly comprehensive. These are California, Connecticut, Kansas, Oregon and Maine. Six other States have enacted limited legislation for the air, as examples of which may be cited the act of the Montana Legislature in 1921 limiting the use of airplanes in hunting game and a New Jersey law prohibiting flying in certain localities at altitudes of less than two thousand feet. Many cities have adopted ordinances to restrict or prohibit flying over and within the city limits. These were enacted under police power and their validity remains to be tested in the courts.

Now before you invest in a poker game you know that certain regulations promulgated and perfected by a gentle-



© Keystone Photo

It might be an ordinary Pullman car—actually it is the passenger space on a British Bristol triplane

man whose last name was Hoyle will prevail. A player from Kansas temporarily resident in New Hampshire could not successfully maintain that in Topeka a straight defeated a flush. Promoters of railroad and steamship lines know exactly their limitations in what they may and may not do before they begin operations, and their chances for profits are calculated to a nicety before a dollar is spent. Without rules and regulations for machines the automobile industry would long since have been classified with the extinct dodo and thriving Detroit would look like the deserted distillery districts of Kentucky.

Before commercial aviation can try its wings in the United States there must be regulation of the air. The hodge-podge of conflicting state laws and municipal ordinances regulating automobile traffic have proved the fallacy of home rule in interstate traffic. Regulation of the air must be Federal law. A bill providing for such control was before the 67th Congress. It was known as the Civil Aeronautics Act of 1923, and it was passed by the Senate. The President and the Secretaries of War, the Navy, and Commerce all endorsed its provisions, and certainly there was no organized opposition in the House of Representatives. You naturally ask, then why isn't it a law now?

The truth of the matter is, and my informant is a man who should know, that the failure of the Civil Aeronautics Act of 1923 to become a law stands as a colossal monument to Congressional peanut politics. The cause of civil aviation was knifed in a log-rolling vendetta against Congressman Samuel W. Winslow of Massachusetts, chairman of the House Committee on Interstate and Foreign Commerce.

When the Senate passed the measure

it was known as the Wadsworth Bill, because Senator James W. Wadsworth, Jr., of New York as chairman of the Senate Military Affairs Committee, arranged for a smooth and cheerful voyage through the windy reaches of the great deliberative chamber. When it went to the House all the good points of the Wadsworth Bill were incorporated and some other sound provisions added. There was not one objectionable feature. Representative Winslow, however, had used the undeniable power of his berth as chairman to kill a number of proposed bills in which other members of the committee were interested. These members who had suffered a figurative slap on the wrist accordingly were much put out. Representative Winslow was keen for the aviation bill. Therefore the slapped ones decided the time was opportune to secure their revenge. It was not that they were opposed to regulation of civil aeronautics, but it was a splendid opportunity to square the score against the chairman. The bill died in a musty pigeonhole.

It is possible that an aggressive demand from the House would have resulted in the bill's being reincarnated for a record vote, but the truth is that the closing days of Congress were marked by words rather than actions.

The failure of the bill to reach the floor of the House was a keen disappointment to every person interested in the cause of civil aviation. But another year, and conceivably less, should see control of the air vested in the Secretary of Commerce.

There is an expression of distinct pain on the countenances of aircraft manufacturers as they regard the theoretical rain-check dated Washington, March 4, 1923, for it assures another discouraging balance sheet for the year. During the war the aircraft manu-

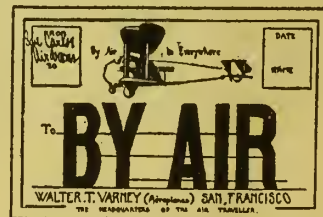
facturers of the United States made money. Their profits during that period may conservatively and truthfully be described as substantial, although the real cream of war contracts was shared extensively by automobile manufacturers. There was undoubtedly some profiteering, too. There have been no stock dividends or other indications of hilarious prosperity in the aircraft industry since the war.

There are in the United States fifteen large companies, the plants of which are devoted exclusively to the manufacture of aircraft. Some owners are breaking even. Others are just holding on, taking their losses with as much philosophy as possible and hoping for the future. It is a fine example of American business optimism, and that their faith will be justified in the next five years is indicated by events.

The manufacturers look to the development of commercial air transport for a substantial slice of the promised business pie. What is the outlook for a system of commercial airways? We know that big capital will not invest until its rights and liabilities are defined in advance. I talked with a representative of the Aeronautical Chamber of Commerce, and although he deplored the failure of the Civil Aeronautics Bill to become law he did not mention any millions of capital for immediate investment in commercial aviation which must lie idle.

Must the Government subsidize the air transport companies? The 67th Congress refused the plea of the President of his pet project, a subsidy for ships. Certainly no such heavy sub-

(Continued on page 21)



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Ukiah "	" 40.	1 hr. 40 min.
Willits "	" 48.	2 hrs.
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The Profiteer Hunt

VIII. The President Hears About It

By Marquis James

IN connection with the first of this series of articles the Weekly published a letter from President Harding in which the President said, "There were many who profited [during the war] and showed utter lack of conscience and less of patriotic devotion."

The Weekly does not profess to have complete information as to what particular details of our war and post-war financial transactions have been brought to the President's attention, and upon which he predicates the foregoing conclusion. We do know, however, that the President made a personal examination of the transaction by which the United States Harness Company, formed by four ex-Army officers, bought up about \$40,000,000 worth of surplus Army leather after the Armistice. We know that the President by executive order cancelled that company's contracts, and that leather which had already been taken in charge by this concern was seized by Federal agents and restored to the Government.

We know that this unusual action took place after the contracts of the United States Harness Company had been thoroughly approved by the War Department as legal and regular; after a special investigation of the matter by the Judge Advocate General's office had resulted in a whitewash of charges to the contrary; and that W. R. Williams, former Assistant Secretary of War, declined to forward certain documents in the case to the Department of Justice, acting on recommendation of Colonel J. S. Fair, who wrote that "the critics in Congress have quieted down." We know further that the Department of Justice is now "working night and day," as one official said, on this case and hopes to have it in the courts soon. The earlier part of the story was told in one of the Weekly's articles on "Who Got the Money?"

That is one case concerning which the President not only informed himself, but, after others had signally failed to act, took decisive steps for the protection of the public interest.

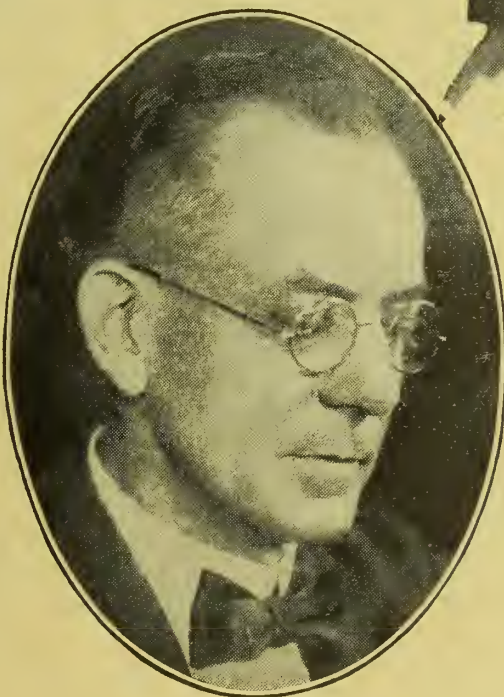
Another is that of the G. M. Standifer Construction Corporation of Vancouver, Washington, builders of vessels for the Shipping Board Emergency Fleet Corporation.

After other tactics had been unproductive an auditor went over the heads of his superiors and addressed to the President a statement of the case, and this contractor's claim against the Government of \$2,791,000 eventually was settled for \$998,000. This was more than the auditor contended the company had coming—in fact, he held it had nothing coming and actually owed the

Colonel J. S. Fair (right) reported that "the critics in Congress have quieted down," and acting on Colonel Fair's recommendation, W. R. Williams, former Assistant Secretary of War (below), declined to forward to the Department of Justice certain documents dealing with the war transactions of the United States Harness Company. Nevertheless the Department hopes to have this case in the courts soon



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United States—but it represents a saving worth noting, at any rate. The auditor is S. E. Dodge, now in private business in Cleveland.

For the purpose of this narrative the story of the Standifer claim can begin when in January of 1922 L. M. Stevens, acting general comptroller of the Shipping Board, went over it with two assistants. An item by item comparison of the \$2,791,000 claim with the provisions of the contract under which the Standifer corporation worked resulted in the elimination of \$1,400,000. This reduced the claim to \$1,391,000. Mr. Stevens embodied his finding in a memorandum which he sent to the legal department of the Shipping Board. A few days later Mr. Stevens called

at the office of one of the Shipping Board's attorneys. His memorandum on the Standifer case was on the attorney's desk. Two agents of the Standifer corporation were in the room. A day or so later the Standifer corporation filed an amended claim, advancing new figures to make up for the \$1,400,000 which Comptroller Stevens had stricken out as unworthy of payment.

About this time Dodge, who had been working on the case in the Portland (Oregon) offices of the Shipping Board, went to Washington. When informed of what had happened to the Standifer claim he raised such a rumpus that final consideration of the amended claim was deferred until April. Dodge returned to Portland and on April 10th received a wire from Comptroller Stevens to hasten to Washington, as the Standifer claim was coming up again. Dodge arrived on April 19th and on the 26th he was writing the President as follows:

Last February I was fortunate enough to stop a contemplated settlement with the G. M. Standifer Construction Corporation which had in view the payment of approximately \$3,000,000 to which in my best judgment the Standifer Corporation was not entitled. Failing in my efforts to get a hearing before Fleet Corporation executives I appealed to Senator Stanley of Kentucky for advice. Through then General Auditor L. M. Stevens, through Secretary Brown of the Claims Commission and also through its chairman, Judge [Walter D.] Meals, I was informed that word of my efforts had reached you, that you had investigated, that you had learned

of conditions warranting you in asking for a removal of a Fleet Corporation attorney then handling the Standifer case, and that you had instructed Mr. Lasker to give me recognition and co-operation in a full development of the facts. So, sir, I was informed. . . .

Accordingly I returned to Portland. . . . I received a telegram from Mr. Stevens asking me to be in Washington by April 20. . . . Mr. Stevens was summarily removed as acting general comptroller April 19th, the day I arrived in Washington, and I found to my surprise an entire reversal of attitude on the part of the Claims Commission with respect to the Standifer claims. The new attorney representing the Fleet's interests informed me that until six weeks before he had known nothing of the matter and had had too short a time for preparation. No witnesses were called for the Fleet. The Fleet's attorney admitted he had seen but one of my several reports. The Commission proceeded to rule that a resolution of the Board of Trustees, May 26th, 1921, the Board then consisting solely of Admiral Benson, constituted a binding contract and that the Fleet Corporation was compelled to pay the last penny thereof.

The eleven-months'-old Benson resolution thus invoked provided that the Standifer claim be paid *subject to audit*, a precaution now about to be ignored Dodge declared. The affairs of the Shipping Board, which always have been more or less of a mystery, were rather more chaotic than ever during the brief period of Admiral Benson's tenure as chairman. That doughty old mariner had his hands full, and there were many problems which he admitted in straight sailor-like fashion as being beyond his ken.

Mr. Dodge places the profits of the Standifer corporation, aside from anything it might receive on claims, at about \$3,000,000, which he says represents that contractor's return on a \$20,000 investment. In his letter to the President the auditor quotes an official communication from Charles Piez, former director of the Shipping Board, which says, "The Standifer company yard was started on a shoe-string." The capital stock of the company was \$300,000, which Dodge says a firm of public accountants found to be covered by assets as follows: Good will, \$280,000; other assets, \$20,000. The contracts handled by this company totalled \$40,000,000.

On the basis of these figures the company's profits were one thousand percent on its capitalization and fifteen thousand percent on its cash invest-

ment—and this excluding the total of \$1,753,000 it received in the settlement of claims, \$755,000 of which amount was paid before Mr. Harding took a hand in the matter and \$998,000 afterward. This certainly brings the Standifer profits into the tall timber of finance—1,584 percent on capitalization and 23,760 percent on an investment of \$20,000. It was a pretty serviceable shoe-string on which the Standifer corporation embarked upon the business of making pontoons for Pershing's bridge of boats.

Notwithstanding the auditor's contention that the Standifer corporation was able to put only \$20,000 of its own money into the government contracts, it was able to

more Mr. Dodge informed the President that the Standifer company "against express contract terms" diverted an additional \$325,000 from steel-ship construction to help construct a plant for building wooden ships. The corporation had contracts for the construction of both wooden and steel ships and, says Mr. Dodge, the money for "both wooden-ship and steel-ship plants (not the ships, but the plants in which they were built) almost to the dollar had to be furnished by the Fleet Corporation, as well as all money with which to build the ships themselves."

Mr. Dodge concludes his account of the Standifer case with an appeal to the President to set aside the Benson ruling and decide the case anew on its merits. Just what happened after this communication was received at the White House is shrouded in obscurity, but there was no settlement of the Standifer claims in April of 1922.

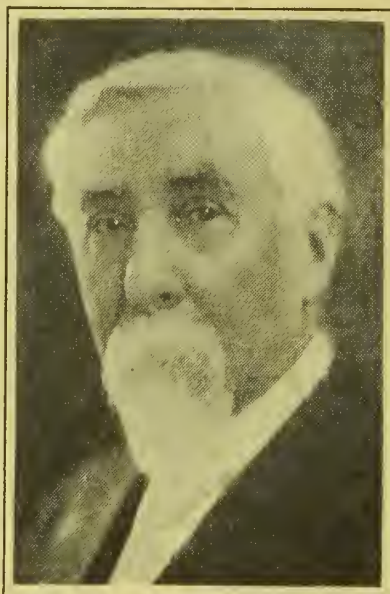
Meantime Chauncey G. Parker, now general counsel of the Shipping Board, was placed in charge of the case. He

studied it thoroughly and made an independent investigation of the findings of which supported several of the allegations set up by Auditor Dodge. In July of 1922 the case came up for final decision. Dodge had voluntarily left the government service. Mr. Parker represented the Shipping Board and Frank H. Hogan appeared for the Standifer company. Mr. Hogan has been conspicuously successful as an advocate of the interests of war contractors. In this case he fought for the payment of \$1,791,000. This was opposed by Attorney Parker, who succeeded in scaling the amount down to \$998,000, which was paid.

The largest single deduction was an item of \$572,000 growing out of a very complicated arrangement whereby the Standifer company bought for that amount a quantity of materials which had cost more than \$1,100,000. Mr. Parker contended that these materials actually belonged to the Standifer company when the "sale" was made, and that in effect the company had reimbursed itself for something it already owned.

Very recently the Shipping Board has shown evidence of increased activity against the exorbitant claims of contractors which are outstanding to the extent of many millions of dollars. This follows a lull during the months when a great share of the Board's energies was being devoted to an attempt to obtain the passage of the Ship Subsidy Bill and the soft pedal was applied to anything unpleasant in Shipping Board affairs. During June several large claims will come up for final adjudication. The Board's legal staff is preparing to contest scheduled charges

(Continued on page 17)



Henry M. Leland, president of the defunct Lincoln Motor Company, and his son, Wilford C. Leland, vice-president, drew salaries of \$100,000 and an additional bonus of \$50,000 each voted them by the directors. Two other officials were granted added compensation of \$30,000—125 percent of their salaries. The company went into bankruptcy, and the Government's claim for \$9,188,000 fell upon the shoulders of creditors who had no part in the company's war-time profiteering



Keystone photos

complete three ships for private ship-owners during the war.

"How could these private ships have been completed with so little assets as shown above?" Mr. Dodge asked in his letter to the President. "By diverting Fleet Corporation advances for his own ship construction. I support this by quoting from an agreement of July 18, 1918, made with Standifer by Charles Piez to advance \$1,300,000 for steel-yard plant construction:

"You are to immediately acquire assets satisfactory in character and quantity to the district officer, in amount equal to the amount of money furnished you by the Fleet Corporation, which has been by you expended for purposes other than Fleet Corporation work. In other words your assets are to be made whole and complete."

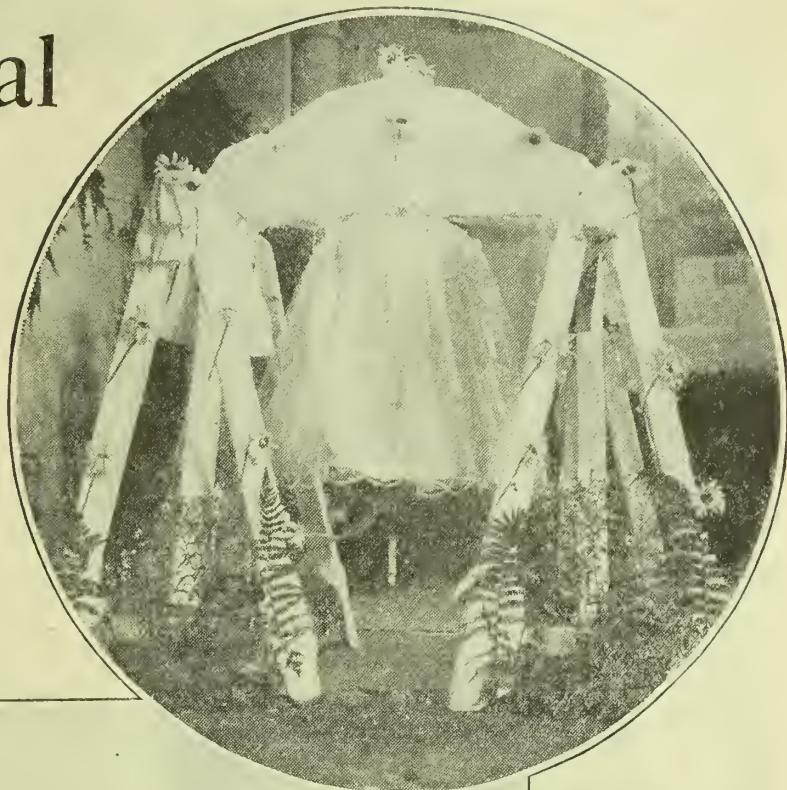
Despite this peremptory order Mr. Dodge says it was several months before the district officer was able to get the Standifer corporation to borrow \$250,000 to replace the government funds that had been spent on the corporation's private business. Further-

The Memorial Bells of France

By Elizabeth Hamm

AMONG the most beautiful and appropriate tributes to American soldiers who gave their lives in the war are the church bells given in their memory to villages in the devastated regions of France.

When the Armistice was signed not one bell remained in the villages which lay in the path of war. Every scrap of the precious metal had been sent into Germany to be melted down and transferred into munitions. It was a



A village church bell (Pasly) dressed in its christening robes



The temporary church at Juvigny, captured in the summer of 1918 by troops of the 32d Division. Note the attempt to imitate stained glass in the windows and, at the extreme left centre, the empty shell case which was used as a bell before the memorial bell in honor of Captain Randolph Brown was given to the village

strange perversion of destiny that changed to deadly roar of shell fire the voice that for hundreds of years had spoken to simple peasant hearts of religious duty and tranquil faith.

It is difficult to overestimate the importance of the church bell in the daily lives of country villages in France. It tolls to announce the eternal cycle of birth, baptism, marriage, and death. Dearest perhaps to the peasant is its voice at eventide, when the Angelus is rung and the laborer in the field pauses for a moment to listen and to rest. Who is not familiar with Millet's painting of the scene?

The first bell to be given to a shell-torn village in remembrance of an American soldier was at Blérancourt in the Department of the Aisne. It was donated in memory of Captain A. E. Hamm, 326th Infantry, 82d Division,

by his wife, who had lived in that village as a relief worker of the American Committee for Devastated France.

When this bell was draped in blue and white for baptism and the girls of the American Committee were putting the final touches on the decoration of the church, a bent old woman came in, her apron full of garden flowers and her eyes of tears. She stood beside the bell, wiping her eyes with rough knuckles, unable to believe in so much happiness.

"Behold," she said, "I did not believe when they said we were to have a bell! I am eighty years old, and the bell of Blérancourt rang when I was christened, for my first communion and on my wedding day—and now I feared that being old I might soon die and no bell be rung for me. Sixty years ago a bell was given to Blérancourt, and I beheld

the baptism. This one is very prettily dressed. Yes, it is in quite as good taste as that one."

Then, lifting the draperies and reading the inscription on the bronze, she said, "Ah, the poor young soldier. May he rest in peace. They were bien braves, les Américains!" Three weeks later the old woman's last wish was granted, and the bell of Blérancourt rang for the passing of her brave old soul.

Altogether forty memorial bells have been restored to the villages through the offices of this committee, and at least half of these bear the names of American soldiers. Many of the soldiers thus honored carried names now familiar throughout the length and breadth of America, as, for example, Lieutenant Victor Chapman of the Escadrille Lafayette, whose brilliant career

(Continued on page 20)



Rouge Bouquet

By Joyce Kilmer

IN a wood they call the Rouge Bouquet

There is a new-made grave today,
Built by never a spade nor pick
Yet covered with earth ten meters thick.

There many fighting men,

Dead in their youthful prime,

Never to laugh nor love again

Nor taste the summertime.

For Death came flying through the air
And stopped his flight at the dugout stair,
Touched his prey and left them there,

Clay to clay.

He hid their bodies stealthily

In the soil of the land they fought to free

And fled away.

Now over the grave abrupt and clear

Three volleys ring;

And perhaps their brave young spirits hear

The bugle sing:

"Go to sleep!

Go to sleep!

Slumber well where the shell screamed and fell.

Let your rifles rest on the muddy floor,

You will not need them any more.

Danger's past;

Now at last,

Go to sleep!"

THERE is on earth no worthier grave

To hold the bodies of the brave

Than this place of pain and pride

Where they nobly fought and nobly died.

Never fear but in the skies

Saints and angels stand

Smiling with their holy eyes

On this new-come band.

St. Michael's sword darts through the air

And touches the aureole on his hair

As he sees them stand saluting there,

His stalwart sons;

And Patrick, Brigid, Columkill

Rejoice that in veins of warriors still

The Gael's blood runs.

And up to Heaven's doorway floats,

From the wood called Rouge Bouquet,

A delicate cloud of buglenotes

That softly say:

"Farewell!

Farewell!

Comrades true, born anew, peace to you!

Your souls shall be where the heroes are

And your memory shine like the morning star.

Brave and dear,

Shield us here.

Farewell!"

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Sergeant Kilmer's grave is one of the 32,000 which will be decorated every Memorial Day in perpetuity from the income of the Graves Endowment Fund. See "The Story of 'Rouge Bouquet'" on opposite page.

Emmett
Watson
1654 Int

Five Days More—Give Your Bit

THE first week in May brought the anticipated high tide of contributions to The American Legion's Overseas Graves Endowment Fund. With Memorial Day looming close ahead, with the coming of the sunshine, of spring and wildflowers and blossoms, hearts warmed everywhere and Legion posts and Auxiliary units took thought of the 32,000 dead overseas whom the Legion will honor this year and for all time by raising a permanent endowment fund the income from which will provide flowers for their graves on Memorial Day forever. Not only did the total of contributions received during the week show a large increase over previous weeks, but reports from all departments of the Legion indicated that in the remaining period before Memorial Day the fund would rise toward its goal with amazing rapidity.

This hope was based on the fact that posts and units have been gradually accumulating large contributions which have not yet been forwarded to the National Treasurer. It was also based on the knowledge that many churches and

WHERE THE GRAVES FUND STANDS

To May 5th	. \$31,319.95
Week ending	
May 12th	. 6,758.65
Total to May 12th	. . . \$38,078.60

other national organizations have been gathering contributions which are to be added to the fund. A great number of donations is also expected as the result of appeals which have been broadcast by all the principal radio stations of the United States.

Owing to the time necessary to print and distribute the magazine, the Weekly will be unable to announce the total of the fund as of Memorial Day itself until the June 15th issue. It will continue, however, to list the names of

dollar-and-over contributors (this week's list is on page 24) until credit has been given every donor.

Departments of the Legion have been working mightily to reach the quotas assigned them on the basis of membership strength. The District of Columbia department won the honor of being the first department in the Continental United States to attain its allotment by forwarding a check for \$1,100 to the National Treasurer. This is \$140 more than its quota. "The posts, individual comrades and the public have responded enthusiastically to this cause," wrote Department Commander John Lewis Smith.

Rau-Locke Post of Hartford gained a high place on the honor roll and placed the Department of Connecticut within easy reach of its quota by forwarding a total of \$615. Jane Delano Post of Hartford has also contributed \$25, bringing the total for the city to \$640.

Keeping up the tradition which has been set by posts composed of disabled men in the government hospitals all

(Continued on page 29)

The Story of "Rouge Bouquet"

JOYCE KILMER'S poem, "Rouge Bouquet," reprinted on the opposite page, was originally published in *The Stars and Stripes* for August 16, 1918. Alexander Woolcott, now dramatic critic of *The New York Herald*, at that time a sergeant on *The Stars and Stripes* staff assigned to the front, had returned to Paris from the Marne salient a few days before with the news of Sergeant Kilmer's death in action on the Ourcq—Woolcott and Kilmer had both left the staff of *The New York Times* to enter the service shortly after the outbreak of the war.

The version of "Rouge Bouquet" which Woolcott brought back from the front was a hastily-penciled copy given him by a member of the 165th Infantry, Kilmer's outfit. Seven lines were missing, and among the variant readings which were an inevitable result of hasty copying probably done under battle conditions was one which would have delighted Kilmer. The ninth and tenth lines of the second stanza: "St. Michael's sword darts through the air And touches the aureole on his hair," appeared correctly in *The Stars and Stripes* version except that "aureole" was miscopied "ar-rival."

"Rouge Bouquet" appeared in *Scribner's Magazine* for September, 1918; and was to have been accompanied by the drawing by Emmett Watson which is published with the reprint of the poem in this issue of the Weekly. Writing to his wife May 24, 1918, Kilmer said:

There is to be an Homeric banquet at our house one day—the day when I exhibit to my comrades the glory of my life—yourself. You will like them all—Watson (a gifted artist from Richmond, who is now at work on a fine drawing which must accompany "Rouge Bouquet" in *Scribner's*),

Bob Lee, Titterton (my especial friend), Beck, Mott, Kerrigan, Levinson—say a prayer for them all, they're brave men and good, and splendid company. . . . Jongberg is up here for a brief spell; he is a Swedish-Irishman, and now he is posing for St. Michael for Watson, using a bayonet for a sword. Levinson (in full uniform, including belt and helmet) is being model for the soldiers leaving Rouge Bouquet for Heaven. He is a quaint little French-Jewish-American, with whom we have a lot of fun. They all trooped into the room where Titterton and I sit writing to our respective sweethearts, to ask about the style of St. Michael's sword and that of his halo. These questions settled, Watson became enamored of the idea of angels saluting, and devised a whole manual of arms for angels—as "Angels, attention! Wings raised, by the numbers. 1 up! 2 down! Wings flap! Hey you down there! What's the matter with you? Don't you know enough to keep your hands down when you flap your wings? Awkward squad for you to-morrow!" Then they went back to their work.

A week later, on June 1st, within a month of his death, Kilmer wrote his wife:

I have interesting things to do. . . . To mail you this letter and a splendid drawing for "Rouge Bouquet," by Emmett Watson, of ours.

The drawing was duly mailed—and never received. "Rouge Bouquet" appeared in *Scribner's Magazine* without it. Nearly five years have passed, and even Mr. Watson, himself quite aware, from experience, of the delays that vex the postal systems of the best-regulated armies, has about given up hope for it. He therefore consented to redraw it from memory for *The American Legion Weekly*, remembering the original

so well that he has been able virtually to duplicate it.

"Rouge Bouquet" was written in memory of nineteen members of Company E, 165th Infantry, killed when a minnenwerfer shell struck a front-line dugout on March 7, 1918, in "a wood they call the Rouge Bouquet," Rocroi, Forêt de Parroy, Lunéville sector. On St. Patrick's Day, ten days later, the Rev. Fr. Francis P. Duffy, chaplain of the 165th, read the poem at special services held behind the lines, while a bugle played Taps in a neighboring wood.

Joyce Kilmer was killed during the fierce struggle of the Rainbow Division for the heights north of the river Ourcq. He was leading a patrol sent out to locate a group of troublesome machine guns. When the infantry advanced a little later they found him lying on the ground, apparently looking intently ahead. They called to him. There was no answer. A German bullet had pierced his brain. He had volunteered his services to the major commanding the front-line battalion because his own battalion was not to be in the lead that day.

Sergeant Kilmer is buried in the American cemetery at Fère-en-Tardenois, barely a hundred yards from the spot where he fell. His is one of the 32,000 American graves in Europe for whose resting places the Graves Endowment Fund now being raised by The American Legion will provide perpetual care on Memorial Day to the end of time.

The version of "Rouge Bouquet" printed on the opposite page, and the extracts from Kilmer's letters given herewith, are taken from "Joyce Kilmer: Poems, Essays and Letters," published by the George H. Doran Company, New York City.

EDITORIAL



The Least We Could Do

OVER the side of the transport *Tuscania*, torpedoed on a wintry night, our troops were lowered in the life boats, and though the readers of "Three Soldiers" would never suspect they had it in them, so reliable a witness as Irvin Cobb (who, at the time, was hanging to the rail of another ship in the same convoy) swore that the darned fools were singing as they dropped down toward the black, tossing Irish Sea. They weren't singing "The Star Spangled Banner." Probably they didn't know the words. They were singing "Oh, boys, say, boys, where do we go from here?"

Perhaps the guards who will pace the silent aisles of our cemeteries in France on the coming eve of Memorial Day would, if they had ears to hear, catch a sound of singing in the ghostly reunion that must be held there on such anniversaries—there where the acres of Romagne stretch away toward the sunset, or on the hill above Thiaucourt, or at the sloping burial ground on the edge of the Ourcq, or at that larger cemetery amid the now yellowing wheat fields toward which all the eyes of the world turned anxiously five years ago next month—the cemetery on the edge of Belleau Wood.

And at such reunions, surely, surely the song is the same one which was sung with such defiant cheerfulness that panicky night when the *Tuscania* was hit on its way to Liverpool. For just as we all used to be kept moving, moving, moving from Seattle to Seicheprey and Séringes, just as no doughboy ever got himself well bedded down in a good French haymow before the orders would fly through the village that the company was to pack up and hike along next morning, just as no colonel seemed ever able to make up his mind where he wanted his men put, so our dead in France have been kept steadily on the move, dug up and buried here, dug up and buried there, just like old times.

Now at last, however, it looks as if the final "At rest" had been given them, as if the green that is mantling Romagne this Spring would never quite leave those thousands of mounds again, as if the row on row of crosses might hold their positions until the Last Inspection. Thanks to the funds that have been raised in this country this year, and thanks, too, to many an unchronicled French peasant who does not forget, those graves will be brilliant with flowers on May 30th. But the roses and poppies and swaying stalks of Queen Anne's lace would seem the fairer in the sunlight of that morning if each could be a pledge of something more.

It is Raymond Fosdick who tells of seeing a young doughboy sitting on the side of the road near Belleau Wood during a lull when his company of the Ninth Infantry had been taken out of the line for repairs. He was weaving a clumsy wreath of branches from a hedge and meadow flowers.

"You see," he explained in that mixture of rough talk and gentle heart which was the bewilderment of pious on-lookers, "you see, my buddy was bumped off last night and I thought this dinkus for his grave would be the least I could do for the ———."

The least he could do! Have any of us done more than that? Is there one among us who has kept enough of the spirit of 1918 that we have done the *most* we could do? Not for those who lie dead in France and in the scattered burial grounds at home, but, in their name, for the ones who came out maimed and weakened forever—is there one among us who has done his *most* for them? Each of us knows some fellow who, not so lucky as the rest of us, came out of France less fit for the scuffle of life than he went in. Surely there are few of us who will fail to con-

tribute as generously as we can to the American Legion Graves Endowment Fund, giving what we can so that the graves of our comrades overseas may be decorated each year. But, in addition to this, suppose we each take to the graves this Memorial Day the solemn promise to keep an eye on one of the wounded and never while we live let a month go by without doing something to make his way a little easier. If the graves here and in France could be heaped with such flowers of friendliness, they would be bright with colors beyond the power of mortal eye to see.

Our Merchant Air Marine

WHAT Samuel T. Moore has to say on another page of this issue concerning "commercial aviation" is based not on vague dreams and hopes of what may come some day, but upon the rock bed of actual accomplishments or things which will shortly be accomplished. He adheres strictly to fact, and he does not hesitate to describe some of the numerous obstacles in the way of those interested in the success of our merchant air marine. Unquestionably all of those obstacles will be surmounted some day, but the arrival of that day can be greatly hastened if every thinking American is made to realize how much aviation can contribute to our welfare—in peace as well as in war.

The co-operation of our lawmakers at Washington will do more than anything else to smooth the way for the advance of commercial aviation. As the first step in a vitally necessary aviation program the merchant air marine needs at least four things at the hands of Congress:

First, regulation as provided in the Civil Aeronautics Act of 1923, vesting control of the air with the Secretary of Commerce and defining the rights and liabilities of individual flyers and air transport companies.

Second, intelligent and sympathetic assistance in putting our merchant air marine on the road to prosperity. The Government has aided, directly or indirectly, all the other national transport media—roads, canals, roadbeds. If necessary, it should do as much for aerial transportation.

Third, the creation of a separate promotion list for the Army and Navy Air Service, a liberal retirement plan for government flyers in time of peace, and a workable replacement plan to attract desirable youths to the military, naval and postal air forces. This is important, for high morale is the best asset a flyer can have. Army and navy accidents furnish the majority of newspaper reports of air fatalities. These, in turn, create apprehension in the public mind about the dangers of flying. Service flying will probably always be more hazardous than commercial aviation because of the immense amount of dangerous experimental work that must be done and the fact that army and navy machines are not designed primarily for safety. Every possible effort should be made, however, to minimize the number of fatalities, and the victims of accidents should be regarded as men who have laid down their lives for their country. Once air tragedies become less frequent, the public will begin to be impressed by the statistics furnished by aviation in Europe—one fatality in every 400,000 passenger miles.

Fourth, substantial financial support for the National Advisory Committee for Aeronautics, the air forces of the Army and Navy, the Air Mail and all other governmental bureaus experimenting in adaptations of aircraft with a view to better performing their duties.

A Visitor's Opinion

THERE are some in America who would like to see this country metamorphosed into a Utopia—one like Russia. Others are assailing existent institutions in America and predicting disaster, and timorous prophets are declaring that our idealism is in danger of being supplanted by a gross materialism that will not contribute to our spiritual welfare. It is interesting to recall the verdict on America recently rendered by the famous author of "The Four Horsemen of the Apocalypse," Vicente Blasco Ibañez. He said: "I believe in the Government of the United States. I like it and only wish that other nations would copy it. It is about perfect within the limit of human perfection. It is progressive and it cures its own defects." That sums up nicely the belief of about 110,000,000 Americans.



One of the first "platoon fronts" in the A. E. F.—Base Hospital No. 4's personnel drilling on the beach at Blackpool, England. The unit set foot in France on May 25, 1917

Six Years Ago—the First Over

By One Who Made the Trip

WHEN the United States entered the World War on April 6, 1917, the type of American who had been predicting that a million heroes would spring to arms overnight had an inspiring vision. If only the Germans would not stop the war out of fright! We'd show 'em all. One American was as good as four sauerkrautners any day.

Dreaming on, he foresaw how our troops should land in Europe. Contemptuous of submarines, we should start an armada toward France immediately—load the whole Regular Army at one time and rush straight for the front to finish the amateurish scrap with one good old-fashioned American wallop. All France would be waiting at Le Havre or Brest to welcome the first over and to take part in the symbolic ceremony of burning a promissory note given by the American people to Lafayette a century and a half before.

History, however, records a far different story of the arrival of the first American soldiers in Europe. It was not any army corps of iron-faced infantrymen who first bore the American flag to England and France. That first flag was carried by a band of seasick iodine merchants armed with gleaming bolos—by a medical detachment of 150 young men who had been civilians in Ohio and Pennsylvania exactly two weeks before the day they landed in Liverpool as the vanguard of Uncle Sam's army, the pioneers of the A.E.F. They landed in Liverpool on May 18, 1917, and at Rouen, France, on May 25, 1917. On May 5, 1917, they had been college students, pinfeathered lawyers, salesmen and whatnots, a curious assortment, assembling in a hospital to take the oath of enlistment, hopeful that the rumor that had brought them together was straight. They had joined Base Hospital No. 4, and the rumor was that this unit was going overseas forthwith.

At noon of May 8th the Cunard liner *Orduna*, survivor of three years of submarine dodging, rode out of New York harbor with her cellar full of the rawest soldiers ever seen on active service. The rumor had been true. From the

hospital the whole outfit had sped to New York on a special train and marched aboard the ship. There was a delay of some hours while packing cases full of uniforms and canned willie were being stowed into the *Orduna's* hold, and then the American Expeditionary Force was on its way. In addition to the 150 enlisted men, still in their street clothes, there were a score of surgeons and physicians, in brand new uniforms, doctors transformed into medical officers, and fifty nurses wearing the Army Nurse Corps costume.

This was the outfit which was to make America's front-of-the-curtain appearance on the stage of the European war. The Regular Army colonel who commanded it, a veteran of the Philippines, must have had some misgivings as he surveyed his detachment. How to ground them in the Articles of War, to put them in uniform and to teach them to march, all in a week or ten days—that was his problem. Some of the 150 had become military rapidly—they were saluting the five Regular Army sergeants who had joined the outfit in New York, and they had learned to say "sir" instead of "doctor" before they became seasick.

The Regular Army sergeants worked at the outset to impress the rookies with their worthlessness and the general hopelessness of trying to make soldiers out of them. Warming up to their job, however, they unbent and betrayed enough human characteristics to dispel the early awe they had created.

After a breakfast of codfish balls, served by cockney stewards in the third-class dining room close to the ship's engines, the sack-suited, spring-over-coated soldiers ascended to the decks their first morning out and learned how to count off. Up and down the slanting boards they clumped, self-conscious but dogged, until somehow they found they could march in column of squads and quickly revert into company front. The codfish breakfast and the exercise brought visions of death to most of the company. Seasickness sounded retreat.

It was a wobbly outfit which lined up the following morning on a lower deck for uniform and equipment issue. The packing cases taken aboard at New

York were knocked open and a Quartermaster Captain and a half-dozen amateur assistants began handing out blouses and breeches, shirts and hats, shoes and leather-faced leggings. The Q. M. C. depot which had assembled the shipment apparently had strange ideas of the average human form. Most of the breeches and blouses proved to be in Boy Scout sizes or extra stouts. Shoes were of unheard of width or preposterously narrow. The issue rapidly became a lottery. Verily, this was the Army!

The next complication was the regulation shots in the arm. Between drills for many days in succession the detachment filed before the needle.

Meanwhile the crew of the British ship was rolling in luxury. Every deck-hand had eight pairs of American civilian shoes and every steward on his rounds looked like a second-handed clothing peddler. Never was greater prodigality seen. Every American cherishing a misfit uniform had bestowed his discarded civvies on the servants of his majesty, and the said servants were sitting up nights guarding their new property and figuring its cash value.

It was about this time that current exchange aboard the *Orduna* rated one overcoat as the equivalent of an illicit apple pie from the first-class dining room. A shirt and a necktie were the standard price of a haircut in the ship's barber shop, until an American with a pair of clippers and a set of razors set up a rival shop and cornered most of the American silver money on board. Then also, for the first time in the history of the A.E.F., French twenty-five centime pieces began to circulate as quarters.

It was a mighty friendly and still somewhat informal unit which lined the ship's railing as the *Orduna* dropped her anchor in Liverpool on a foggy May morning. The Regular Army colonel and his five sergeants had done a fair job of drilling, and it was a confident if not expert company of recruits which several hours later marched down the gang plank and lined up on the Liverpool cobblestones.

Liverpool and disillusionment! The

grand reception befitting an historic occasion wasn't there. A seven-foot English policeman warily surveyed the newcomers wearing cowboy hats, but the carters and stevedores of the wharves scarcely noted them. Some new brand of Colonials, they probably surmised. True, a British staff officer in gorgeous red-trimmed uniform, his chest bespangled with ribbons, reviewed the detachment and expressed a really warm greeting in musical comedy accents. When the American flag was unfurled as the two-weeks soldiers fell in behind it, Liverpool went about its business stolidly. There was nothing noteworthy about a column of men in khaki marching through a Liverpool street in wartime. That first parade on foreign soil was a dud. And happily so, because sartorially and militarily the outfit didn't exactly fit into the role of conquering heroes coming or going.

While the medical officers and nurses took one train for London, where they were to be received by the King and Queen at Buckingham Palace, the recruits boarded another train to speed through Lancashire to the coast resort town of Blackpool, the Atlantic City of the British Isles.

At Blackpool there was a real welcoming reception. After the quiet entry into Liverpool the Americans expected to alight unnoticed in an English tent camp, but a surprise was awaiting them. As their train rolled into the Blackpool station a band began blaring thunderously "God Save the King" or "America," and they saw beyond the barred gates of the station a street strung with flags and black with the hats of an enormous crowd. The crowd was cheering—"hip, hip hooray" in English and entirely in American fashion. The doors of the third-class coaches were opened by town aldermen in shiny top hats and frock coats, who

shook hands as enthusiastically as if it were election day.

Blackpool was proud to honor the first Yankees in the name of the whole British nation. It had been wondering a lot what the Yankees would be like, and it had turned out to look them over. It had arranged for them to parade down the city's Fifth Avenue and then out along its ocean-front promenade.

A BRITISH military band, marching with the precision of West Point cadets, led the procession. Behind them followed the guests of honor, marching not quite so well. They wore long issue overcoats, so long that they flapped about the ankles, providentially hiding, however, the imperfections of dress underneath. The crowd hailed their wide-brimmed hats as proof that they were cowboys. But, despite all, the column of squads of two-weeks soldiers marched creditably through the town, cheered at every stop, and if the files of British Tommies facing them from each curbstone were amazed by their style and appearance, the Americans never knew about it. The mayor of Blackpool reviewed the outfit in front of the town hall, wearing his wig and robes of office, and a good time was had by all. The parade and ceremony ended happily, and thus was the flag planted on foreign soil by an American unit for the first time in the World War.

For one week the Americans were billeted in the small family hotels of Blackpool, guests of the city. There was a round of concerts and entertainments in their honor. The English hosts were relieved to find that the flashing bolo knives their guests carried—resembling nothing so much as a new butcher's cleaver—were not offensive weapons but had simply been inherited by the Army Medical Corps

from fighting days in the Philippines, where they served equally well to clear underbrush and to chop bamboo into splints for the wounded. The truth dispelled latent suspicions of American cruelty born of tales and motion pictures of Indian warfare. Blackpool said farewell with real regret.

On May 25th the British Army Transport *Western Australia* steamed from dawn to twilight up the hundred miles of the winding Seine between Le Havre and Rouen, and a Rouen quay became the Plymouth Rock of the A. E. F. in France. There, in the heart of Normandy, the first American soldiers set foot on French soil. They got an informal reception, and a spontaneous one. French, Belgian and British soldiers swarmed out of the street ends along the river as the report spread that the Americans had arrived. They packed into the great cobbled square on the river front as the transport's gang planks were let down. A file of German prisoners gazed stolidly as their guards prodded them through the crowd.

There was cheering all 'round—in about every language except German. The Indian troops of the British and French Moroccans in scarlet uniforms comprehended that something new had come into the war. Belgians, Canadians, Tommies and Poilus crowded closely to see the new flag and the new uniforms and a new kind of men. Past the tents of 100,000 British soldiers, the first Americans marched four miles to a hospital camp on the edge of a sandy plain where Napoleon had trained his soldiers in another World War more than a century before. They raised there the first American flag that had been carried overseas in the World War, and there it had been flying for weeks when General Pershing and the first combat troops landed at St. Nazaire.

Second National Essay Contest

\$1,500 in Prizes for the Three School Children Who Best Tell "Why America Should Prohibit Immigration for Five Years"

THE second annual American Legion National Essay Contest has begun. Under the direction of the National Americanism Commission of the Legion, three cash prizes will be offered for the best essays on "Why America Should Prohibit Immigration for Five Years." The first prize will be for \$750, the second \$500, the third \$250. The money must go toward college scholarships in any college which the winners select.

The terms of the contest will be almost identical with the terms of the first national essay contest, made possible last year by the generosity of National Commander Hanford MacNider. The subject is different, and the dates for the contest have been slightly altered, but in general last year's rules will prevail this year.

Any child in America between 12 and 18 years of age will be allowed to participate. The contest will close October 12th, Columbus Day. The method of handling the essays will be the same as last year. Legion posts everywhere

will be furnished with information through the National Americanism Commission. They will be offered cooperation in publicity by The American Legion News Service. The National Americanism Commission has asked that posts everywhere see that the attention of superintendents, principals and teachers of public, private and parochial schools is brought to the contest. Three nationally-known judges will make the final awards.

In addition to the national prizes, three prizes will be given in each State for the three best essays submitted in that State. The first prize will be a silver medal, the second a bronze medal, and the third a certificate of merit. Posts may offer local prizes at their own discretion.

The subject chosen is one close to the heart of The American Legion. The Legion repeatedly in national conventions has advocated the prohibition of immigration in America for at least five years. It has been dissatisfied with the

past immigration policies and with the present three percent restrictive immigration policy. Information upholding the Legion's point of view regarding immigration may be obtained from the National Americanism Commission. Posts which are assisting school children in the preparation of material for essays may obtain this material from the National Americanism Commission of the Legion at Indianapolis.

Schools throughout the country close early in June. It may be necessary for the Legion to develop the contest after the close of school in many places. Last year facilities were built up for bringing the attention of children to the contest by newspaper publicity, so that when the schools were reopened in the autumn pupils were more ready for the task of participating in the contest—a task which was frequently assigned to them by teachers. More than fifty thousand essays were written on the 1922 subject, "How The American Legion Can Best Serve the Nation."

The Clubhouse That Hit the Trail

THIS is the story of a Legion post which, starting with eleven dollars in its treasury and plenty of nerve in its members, found a possible clubhouse forty miles from where it was wanted, sawed it into twelve pieces, carted it over mountains and desert to town, and put it together again.

Wanting a home of its own, Las Vegas (Nevada) Post appointed a committee to explore for a building. At Goodsprings, a small mining camp forty miles away, they found an abandoned "hotel" that had been put up during the palmy days of the Yellow Pine Mine. The owner gave the Legion committee a bargain counter price of \$400, including furnishings—tables, chairs, desks, a pool table, a bookcase, and (tell it not in mournful numbers) a bar. An offer of \$650 for a building site was wired to Las Vegas, together with ten dollars to secure the option. When a wire came back accepting this offer, the committee—on its nerve—signed an agreement to take over the hotel. The ten dollars' option and a dollar and five cents telegraph charges left the post with a deficit of exactly five cents.

At a special meeting of the post a financial campaign was organized. In three days of intensive soliciting \$1,250 was secured. This was almost enough

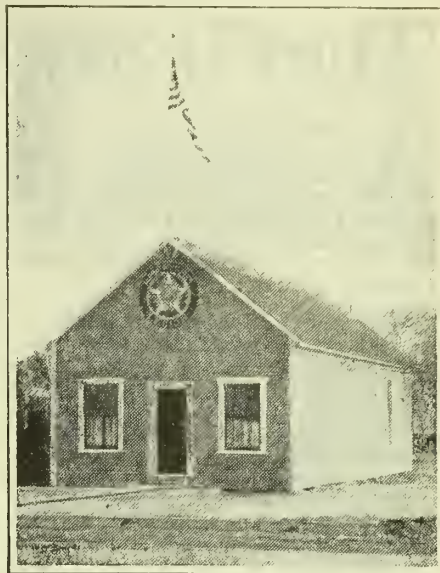
to cover the expenses of getting the building and the lot together.

Meanwhile the building had been sliced into twelve sections and brought to town in three truck loads, each round trip, because of the mountainous character of the country, taking four days. The bill for this work was \$240, which, added to the cost of the building and the lot, made a total of \$1,290, or \$40 more than the cash which the post had in hand.

Again summoning its nerve, the post hired carpenters and painters to refurbish its home. A kitchen, a screened-in back porch and a shower bath were added. By the time this work was completed the post had raised the \$500 necessary to pay for it.

Of course, in paying for its clubhouse on the installment plan Las Vegas Post was not skating on the edge of bankruptcy as much as this account might suggest, for the reason that, once building and lot had been paid for, the post had real property on which it would have been easy and safe to borrow money through a mortgage if necessary. As a matter of fact, the post was able to raise funds as fast as they were needed, and now it has a clubhouse to be proud of absolutely free and clear.

Later improvements include a well-



This ex-miner's hotel was hauled forty miles over Nevada mountains and deserts to fulfill its final destiny as a Legion clubhouse

kept lawn, benches, a tennis court, and a boxing arena, with punching bags and other athletic equipment—a dance hall and gymnasium combined is to be added. Partly through the bargain prices secured and partly through material and labor contributed free by members of the post, Las Vegas Post obtained a clubhouse valued at \$4,250 at a total cost to date of \$2,200.

All the Atmosphere of a Navy Home

REMEMBER the story of the deep-seagoing gob who nearly died from lack of sleep after the war and whose

mother had to heave buckets of water against her son's bedroom walls before he could shove off for the Land of Nod?

The mother happily discovered the value of atmosphere. In the same way, ex-sailors and marines, members of Furniture City Post of the Legion of Grand Rapids, Michigan, found they couldn't sink submarines, abandon ship, or go ashore on liberty in the conventional atmosphere of the usual meeting place. They craved a nautical setting, where a floor's a deck and the ceiling's the overhead.

And their craving is to be satisfied, for the post has obtained the *Major A. B. Watson*, veteran pleasure craft of Reed's Lake, and is going to make her into a clubhouse. Fortunately someone had condemned the ship as unsafe to ply the waters of the lake with her precious cargoes of young things seeking romance in the moonlight of summer nights. Ralph Bulkeley, former commander

of the post, saw the possibilities of the old craft last fall, and set out to get her.

When a gob sets out to get anything he usually gets it. The ship cost just one dollar, and a five-year lease on a strip of shore cost the same amount. The deal wasn't put through in a day, though the owners of the ship and of the land showed the gobs they were with them right from the start of the enterprise.

As soon as the ice cleared out of the lake, the carpenters' gang of the post stood ready to convert the old craft into a sailors' Heaven. The job is taking money, but the post's treasury isn't so bad off. The plans call for clubrooms, a ballroom, accommodations for swimming and skating parties, a canteen and other things to make the ship as real a clubhouse as any. The vessel will be beached on the wood-lined shore of the lake and the approach will be beautified by landscape gardening. The Michigan Naval Force, as the old naval militia is now called, also will use the clubhouse as its headquarters.

Incidentally, since former gobs and marines of Grand Rapids have been told about their new clubhouse, post membership has more than doubled. Two hundred and fifty men had signed for a hitch on the *Major Watson* before a recent membership campaign had been concluded.

Furniture City Post has also just adopted a troop of Sea Scouts.



Members of Furniture City Post pay an ice-bound inspection to their newly-acquired clubhouse at Grand Rapids, Michigan

They'll Say They Haven't Forgotten

A FORMER sailor has a suggestion to make which the Thrill Editor gladly passes on to those men who served on the ill-fated U.S.S. *President Lincoln*. Wonder how many will adopt this idea? The T. E. would like to know—so would Comrade Metcalf:

EACH recurrence of Memorial Day brings back my particular thrill. Five years ago on that day we held services on the deck of the U.S.S. *President Lincoln*, steaming back to this country from France. Twenty hours afterward the *Lincoln* was torpedoed, and twenty-five minutes after being hit she sank. The thrill that is mine is not so much the remembrance of when the torpedo hit, but rather the fact that there was so little loss of life as a result.

I believe that all the survivors of that ship, myself included, would like to observe some memorial to the twenty-six shipmates who went down with the ship. There will surely be a deep feeling among us all. This is the fifth anniversary of the loss of the *Lincoln*, and I want to suggest that on this coming Memorial Day all men reading this who were on the ship on that memorable Memorial Day arise and stand at attention for one minute to our shipmates asleep in the deep.—ARTHUR E. METCALF, *Ex-C. Steward, U.S.S. President Lincoln, Samusula, Fla.*

ANOTHER thought along these same lines comes from a man who was present when the *Ticonderoga* went down. An American by adoption wants his comrades of the great adventure to be remembered:

I AM one of survivors of the American transport *Ticonderoga*, which was torpedoed and sunk by a German submarine on September 30, 1918, 1700 miles from land. From 262 men there were left only 22, and all of us were wounded by the guns of that submarine. We were picked up by an English boat after we had spent four days and three nights in an open boat.

Among the survivors were Commander James Jonas Madison, U.S.N., captain of the *Ticonderoga*, who was badly wounded; he died only last Christmas Day at the U.S. Naval Hospital in Brooklyn, after long sufferings. He was buried in Fairview Cemetery, Bergen County, New Jersey, and I hope The American Legion will remember his grave on Memorial Day.

But how about those unburied heroes of the middle ocean? Thousands of ships have crossed the Atlantic since that time, and I haven't heard or read that any honors were given to the men who went down in '18 or that wreaths of victory were tossed out in their memory. Some of them haven't any relatives to remember them, and I hope The American Legion, the comfort of gold star mothers and the back bone of the disabled veteran, will request every vessel that crosses the ocean under the Stars and Stripes to salute those 240 heroes and decorate their resting place with wreaths of victory on each Memorial Day.—JOHN N. MICHAELIDES, *Philadelphia, Pa.*

THERE are those who say that the O.D. Pill and Iodine detachments led a placid existence in the home camps. Here's a refutation of that

charge. Wonder just how this un-commissioned medic's first-aid treatment panned out? Will the patient kindly make report?

THRILLS? Oh, yes, several in less than a minute at Fort Russell, Wyoming, in the infirmary about two hours after sick call one morning. Date forgotten, but the thrill never, you bet.

One of the privates on duty in the infirmary cleaning up, and humble me standing around killing time when one of the boys drops in to have some solution put in his eye as per the doctor's orders. Now the goof on duty was a baker by profession, who in a couple of months' swamping around thought he had acquired more knowledge of medicine than our doc in all his college years and was so cocksure of everything he did that he was in trouble most of the time. But he was on duty, and anybody can use a medicine dropper. So "OOoooouuuuuu—" Nothing I have ever heard or will hear can describe the agony in that poor patient's yell.

I brushed the other medic aside, took the bottle and smelled pure carbolic acid. Alcohol bottle empty. Regulation chest of dope open and a full quart of whiskey, sealed, showed the only possible way of saving that poor fellow's eyesight. I broke the neck of the bottle against a chest and poured the whiskey into that boy's eyes, afterwards using cocaine to allay the pain. Thrills aplenty in that half minute, including the action of holding down and trying to work on a man insane with pain more terrible than anything I can imagine. We saved his eyes, and I often wonder where he is and whether any bad effects showed up afterward.

The solution that this medic should have used was a zinc solution and was in the same kind of a bottle as the carbolic acid. Both looked the same—why bother to read the label?—H. W. HOWARD, *San Francisco, Cal.*

THE "shot at sunrise" type of story has been surprisingly lacking in the thrill letters received. Veterans, however, are prone to stick to the truth instead of reporting rumors. What would have been your reaction in a case like the following?

IT was near Cuisy, in the Argonne. I was a regimental runner. Two airplanes were battling overhead, and suddenly the American plane crashed to the ground. All of us wanted to be of some assistance to the two Americans, so my corporal and another runner started toward the spot where the two unfortunates were, and I followed.

Our C.O., Colonel W——, called to us to return, but none of us paid any attention to him. He called a second time and then sent two officers after us. Of course, we then returned.

I was the first of the little party to arrive within hearing distance of the colonel, and soon learned that he was cursing me in no uncertain language, demanding what I meant by leaving the place without permission. Pulling his revolver, he yelled, "Damn you, I am going to shoot you as an example!"

You cannot imagine my feelings. I was simply struck dumb. Thoughts were running through my mind quick and fast, yet

I could not utter a word. Like a flash it came to me that I had suddenly become a disgrace to my friends and family and that they would publicly denounce me when they read that I had been shot by my commanding officer for running away.

My blood pressure was mighty high and cold sweat stood out on my body. While all this was running through my mind and the colonel, as I thought, was preparing to shoot me, my corporal appeared. The colonel then turned upon him and kindly let me live.—M. G. CHIANAKAS, *Chicago, Ill.*

FAMILY reunions overseas during the fighting days were the exception rather than the rule. Did any more service men meet up with their sons or dads or brothers or sisters? We doubt, however, if anyone can turn in a reunion that beats the following:

I'VE been reading those thrills with a great deal of interest. I will tell about mine, and while I won't go so far as to say that it was the only one of its kind, yet I am thinking that there were very few men who got a similar one.

My boy was one of the first to get across, and when after a bit he got into the Gas and Flame outfit and began to get a little by the censor, I got itchy feet and kissed the wife good-by, changed the date of my birth and hot-footed it for Parley Voo. When I got over there, late in 1918, the boy was beating it up through the woods. Oh, yes, I tried, but I never did catch up, and one day I got a message that read, "Well, Dad, Jerry put my name on one and sent it over." Whether he was killed, wounded or just scared I could not find out. Then I was sent on detached service down to Savenay.

Came the Armistice and then wait, wait, wait. Letters from the wife reported she had heard through the Secretary of War that the boy was severely wounded. But I could not find where he was or anything about him. I tried to hunt him up, but there were too many hospitals about that time, also there were too many M.P.'s. So I just sat tight at Savenay, failed to report to my company and waited some more. I haunted the personnel office and the unloading depot. There were six base hospitals at Savenay at that time, and I became well acquainted with every one of them.

One day in January, 1919, a boy pulled a card out of a little box and said that Claude A. Scott, Jr., was up at Base 69. Say, I earned more calldowns for failure to salute in the next minute and a half while I was traveling the mile and a half to No. 69 than a company of stevedores could absorb. I got by all of them, though, and when they told me at headquarters that the boy was in ward D-8 I committed a few more offenses. I walked down the ward between two rows of boys with pretty nearly everything cut off except their heads and came to a bed that showed a boy who was shy one leg. Yes, that was he. He sat right up and yelled, "Boys, boys, here is my dad!"

That is when I got the thrill not only of the war but of my life, and I saw a light that shines neither on land nor sea but only in the eyes of those we love and who love us.—CLAUDE A. SCOTT, SR., *Caldwell, Ida.*

The Profiteer Hunt

(Continued from page 8)

running into the millions, and the details may be interesting.

The Shipping Board is liquidating its affairs. It is turning everything into cash that it can. Persons who have been in a position to observe the situation believe there is a good deal of cash to be had through a proper review of the Board's business transactions. The pier rental case of the Cosmopolitan Shipping Company has been cited as an example. The facts, as gathered from Shipping Board sources, in brief are these.

In a memorandum dated September 6, 1921, F. J. Morton, chief of the bureau of voyage audit of the Shipping Board offices in New York, reported the following payments by the Shipping Board to the Cosmopolitan company for wharfage at Pier No. 2, Hoboken, New Jersey:

Jan. 1, 1920, to Dec. 31, 1920.....	\$296,250
Jan. 1, 1921, to June 30, 1921....	156,025

That is what the Cosmopolitan Shipping Company charged the Shipping Board for the use of the pier. But the Cosmopolitan company does not own that pier. The War Department owns it, just as it did during the war when its planks were trod by a good many thousand soldiers going overseas. The War Department rented the pier to the Cosmopolitan Shipping Company for \$15,000 a month. That would be \$180,000 a year. So it seems that this private concern, renting a government pier, and then subletting it back to the Government, made just this much by the transaction during the periods mentioned:

Jan. 1, 1920, to Dec. 31, 1920.....	\$116,250
Jan. 1, 1921, to June 30, 1921....	66,025

Total..... \$182,275

This was making money pretty fast—and pretty easily. The shipping company paid the Government \$500 a day for the pier. It charged the Government \$250 a day for each vessel docked there. Most of the time there were four government vessels tied up at Pier No. 2. This was \$1,000 a day. The foregoing is not all the Cosmopolitan company made out of the Shipping Board, though. It operated twenty Shipping Board vessels and got a five percent commission on all freight collections. In the summer of 1921, while the Cosmopolitan's lease of Pier 2 was in effect, A. F. Mack, president of that company, became a Shipping Board official, and was given charge of all shipping operations in the New York district. It was one of Mr. Mack's duties to approve of pier rentals. He had no occasion to act in his own case, however, because his company's lease was a five-year one, not expiring until January 3, 1925.

But shortly after Mr. Mack joined the Board former Senator George E. Chamberlain, one of the Shipping Board commissioners, instituted an inquiry into the lease of Pier 2. His efforts brought forth the facts that are related here, and steps were taken to obtain the cancellation of the lease.

About this time Mr. Mack gave up his position with the Shipping Board. In August of 1922 the Cosmopolitan finally relinquished its profitable hold on the pier and refunded \$60,000 to the Government. Attorneys who have reviewed the facts in the face profess to believe that a suit in equity might yield a further return to the public exchequer.

A restudy of the Cosmopolitan pier lease case would mean embarking upon a new line of endeavor, as far as the Shipping Board is concerned. For some time past the War Department has been delving into war contracts previously closed, and the enterprise has proved highly profitable to the Government. Thus far the Shipping Board has contented itself merely with the scrutiny of unsettled claims. It is watching its expenditures more carefully than before, but has not taken the forward steps the War Department has taken to obtain the return of money actually paid, though wrongfully.

SHOULD Albert D. Lasker, chairman of the Shipping Board, be in doubt as to what steps to take concerning stories of alleged overpayments to contractors, the War Department should be able to help him out. A conference with Major General Mason M. Patrick, chief of Air Service, or with Colonel L. L. Deitrick, Assistant Chief of Finance of the Army, should be productive of much serviceable information. The situation in the Shipping Board today is similar to that in the War Department, particularly to that in the Air Service a year and a half ago when General Patrick took charge. The whole department knew there had been enormous overpayments to Air Service contractors, and many agitations had been started in an effort to get this money back, but they came to nothing until Patrick took charge. He obtained the sanction of the Secretary of War to an experimental audit of thirty-five contracts. This work is about complete. The auditors contend that in these thirty-five cases the contractors were overpaid about \$40,000,000.

For the past four or five articles we have been reviewing the evidence disclosed by the Government in support of these contentions. We have not quite finished with the list, but have merely digressed here to throw a slight gleam of light on the Shipping Board, where there is need for a Patrick. Patrick did not do the job alone in the Air Service. He had competent and zealous assistants among the officers of lower rank. A similar class of men will be found in the Shipping Board organization. They know the conditions and are only too eager to expose them. But they are powerless, as once their colleagues in the Army were powerless, because there is no Patrick and no Deitrick in the Shipping Board as yet.

The Shipping Board's problem is not dissimilar to that of the Air Service. Mr. Lasker can find there the type of organization and method necessary to bring results. As evidence of the ex-

cellence of these methods he could review the results that have been achieved and get a much more complete story of it than we have been able to narrate here. He could continue that story. Not all of the audits in the original thirty-five Air Service cases have been finished. Some of the most intricate cases—such as those of the Ford Motor Company, the Nordyke & Marmon Company of Indianapolis and the Willys Overland Company—are still incomplete. But six comparatively smaller cases, in addition to those we have told of before, have been finished. The total overpayments claimed by the Government are slightly in excess of \$1,150,000. This information is certainly as available to the Shipping Board as it was to this magazine.

For our purposes, however, lack of space prevents a detailed examination of these cases, some of which are much like those we have already reviewed, while others exhibit rather novel means of tapping the public till. We shall therefore give briefly only the salient features of each.

The profits of the Goodyear Tire and Rubber Company of Akron, Ohio, on an order of balloons amounted to \$795,000, which the auditors say is \$260,412 more than the amount to which the contractor was entitled. Demand has been made for the return of that sum, which includes as its chief items a bonus of \$140,265 and \$102,269 that the Goodyear Company collected from the United States and paid over to the North British Rubber Company, which was not a party to the contract.

Government investigators contend that the payment to the British concern was made in pursuance of a reciprocal agreement made in 1911 between the two firms, whereby the Goodyear Company in return for certain trade information agreed to pay the other a percentage on the sales of certain products. The Air Service board which reviewed the matter holds that the American company got back value received for the \$102,000 paid over on this contract.

"In other words," declares the board, "the Goodyear Tire and Rubber Company was reimbursed for any commissions it might be required to pay by commissions received from the North British Rubber Company; and when they collected a commission from the United States they were in effect receiving a double commission. In this connection the board calls attention to the fact that the B. F. Goodrich Company had contracts to manufacture balloons of the same kind, using the same kind of fabric as did the Goodyear Tire and Rubber Company, and the Government was not required to pay royalty of any kind to the said B. F. Goodrich Company."

The B. F. Goodrich Company, however, has been asked to return \$106,115 from its balloon contract profits, which total \$379,973. The alleged overpayment involves a bonus of \$97,469 and several smaller items which hinge on

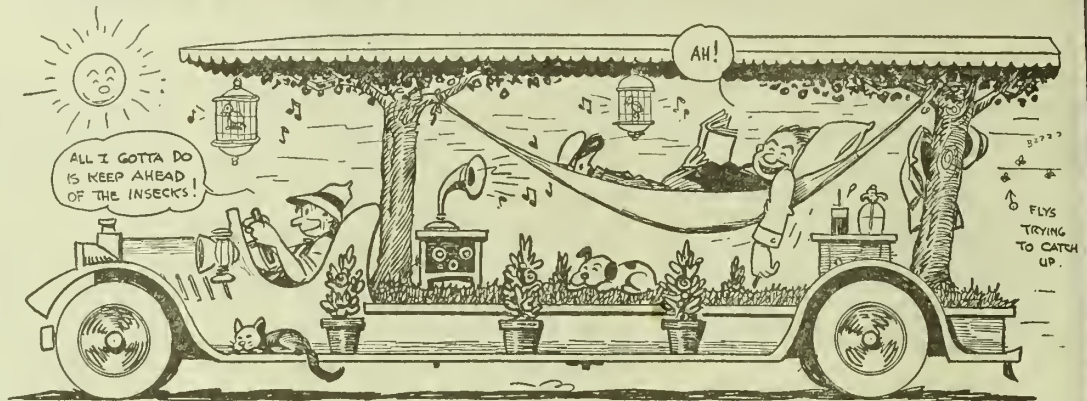
(Continued on page 28)

Why Not Go a Little Further?

By Wallgren

THEY'RE BUILDING
AUTOMOBILES FOR
EVERYTHING NOW-

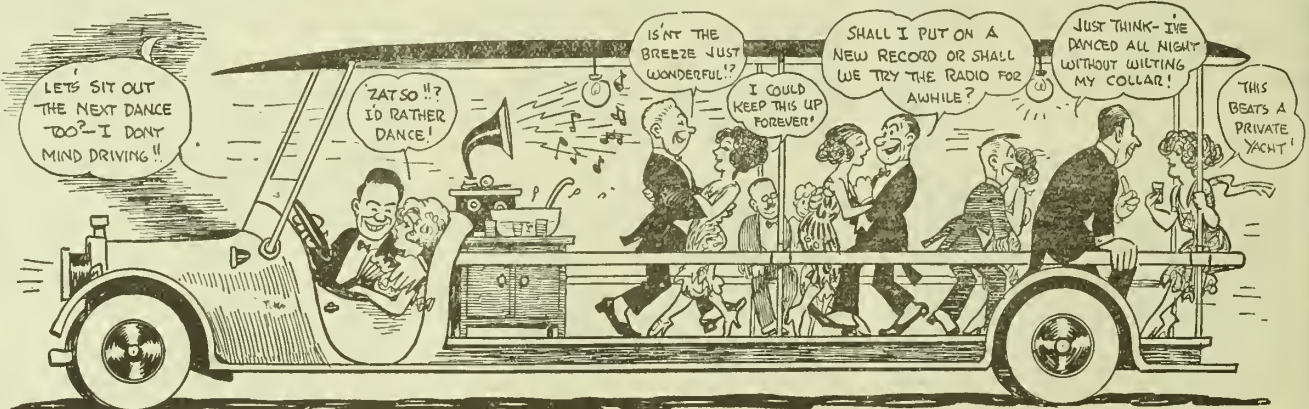
A FEW PRACTICAL
MODELS - FOR
BOTH PLEASURE
AND BUSINESS -
DESIGNED
ESPECIALLY
FOR USE DURING
THE WARM SUMMER
MONTHS - WHEN
COOL BREEZES
WILL BE IN
DEMAND —



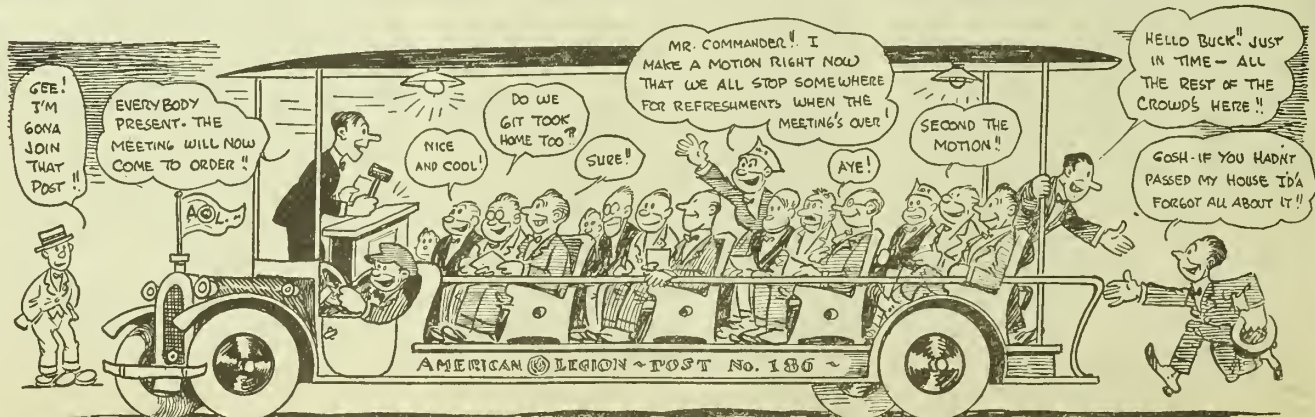
THE GARDEN MODEL - DESIGNED FOR THE TIRED BUSINESS MAN WHO HAS HIS OWN IDEAS ABOUT COMFORT.



OFFICE CAR DE LUXE - FOR MEN WHO OBJECT TO WORKING IN HOT STUFFY OFFICES DURING THE SUMMER.



SPORT MODEL FOR JAZZ-HOUNDS WHOSE IDEA OF SPORT IS MARATHON DANCING — FINE FOR CORPULENT DANCERS



CLUB CAR - DESIGNED TO ASSURE FULL ATTENDANCE AT ALL EXECUTIVE AND MEMBERSHIP COMMITTEE MEETINGS, ETC. THIS SUMMER.

BURSTS AND DUDS

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Some People Think That—

AWOL means America Without Liquor.
S. O. L. means Save Our Liberty.
I. D. R. means Individuals' Drinks Restricted.
Liquid fire is bootleg hooch.
Dum-dums are wife's first biscuits.

Warning De Luxe

Two colored soldiers, whose crap game had been abruptly terminated by the sudden entrance of the C. O., were debating hotly as to whether the hastily gathered up cubes had shown six or seven points at the last inspection. Finally one doubled his fist, extended it to within an inch of the other's nose and announced:

"See dat fis', uselessness? Gin Ah hits yo' 'side de face wid dat, yo' gwine see down yo' back 'thout turnin' yo' haid!"

"Huh! Am dat so, street sweepin's? See mah foot? Oncet Ah kicks yo' wid dat, eve'y time yo' sits down yo' leaves a footprint."

Direct from Coblenz

"For strategic reasons," explained the former machine gunner who had served with the German Army to one of the doughboys of the Army of Occupation, "we have had few generals who could rival Marshal von Hunkenburg. On several occasions he has made a retreat without losing an officer or a man or a gun or—"

"A minute," added the doughboy, without proper reverence for the Impregnable.

Two Viewpoints

Alice: "Jack's one failing is his reckless spending."

Virginia: "I always considered that his most pronounced virtue."

Give Him Credit

"Stab between the ribs," bellowed the drill sergeant to the stout and clumsy rookie, "and remember, always, always keep to the right of your enemy."

"That's all right," the rookie replied, mopping his forehead. "Yeah, that's all right with you standin' here and the dummy swingin' there, but don't you figger my enemy's got some sense, too?"

The Double Robbery

The Punxville grocery store had been broken into and robbed.

"It was the work of local thieves, home talent," announced the sheriff after sleuthing the place over thoroughly. The grocer beamed.

"Well, then," he said, "I got no grudge."

"That's neighborly—but why?"

"Oh, 'taint so much neighborliness. I guess we're even. Chances are I've been sellin' the guilty parties their groceries."

The Biggest Liar

"Speaking of liars," meditated Uncle Cy, puffing at his corncob pipe, "my hired man has 'em all licked. Why, do you know, this feller's got such a reputation for untruthfulness that my hogs won't believe him when he calls them at feeding time."

Army Recipes—No. 4

One of the great pleasures that lie in eating Army hash is the delightful little surprises that one continually finds.

Put contents of two dozen cans of corned beef (inclusive of solder) through a food grinder and add finely chopped beets and



"Don't ever breathe a word of this, Rex"

baked potatoes. Mix in several horse-radishes and baste with dishwater. Sprinkle crumbs of misfortune over it, and allow it to cook slowly. After an hour, a few calves' brains may be added, making it a more clever dish. Garnish with O. D. dressing drawn from the supply sergeant and smother with onions. If the cooks are too tender-hearted to smother the hash, they may turn their heads and force the K. P.'s to do the rough work.

Slightly Insinuating

Mrs. Muggs had the reputation among tradesmen of quibbling over the fraction of a cent, and she was living up to it in her argument with the ice man.

"Is that all the ice I get for ten cents?" she demanded peevishly.

"Don't worry, lady," he replied as patiently as possible. "Some day you might be in a place where you couldn't buy this piece for a million dollars."

An Easier Job

It was being made clear to the lady juror that she must say nothing—must talk to positively nobody while serving.

"Oh, judge," she cried, bursting into tears, "can't I be a witness instead?"

But Wives Are Different

"Well, I see by the papers they've acquitted Mrs. Killem. Do you think she'll ever get another husband?"

"Why not? There are still plenty of men who believe in that old gag about lightning never striking twice in the same place."

Truthful

"Look here!" exclaimed the prospective car purchaser, bursting into the repair shop. "Beatum tells me he has run his car for three years and hasn't paid out one cent for repairs. I can't believe it."

"It's right," affirmed the mechanic sadly. "I did his repair work."

Compliment

Judge: "You are charged with making whisky—"

Prisoner: "Oh, you flatterer!"

On Equal Terms

A rookie who had been assigned to the Cavalry much against his will approached the sergeant and remonstrated.

"Say," he objected, "I never rode a horse in my life."

"Oh, that's all right," countered the sergeant easily. "We've got a horse that's never been ridden in his life. We'll start you two off together."

Pride—Before and After

"Any message you wish to leave?" asked the sympathetic bystander.

"You bet. Tell the world I got sixty-two out of this ol' boat before she turned turtle," gasped the expiring motorist.

Sweet Charity

A big burly man called at the rectory and when the door was opened asked to see the rector's wife, a woman well known for her charitable impulses.

"Madame," he addressed her in a broken voice, "I wish to draw your attention to the terrible plight of a poor family in this district. The father is dead, the mother is too ill to work and the nine children are starving. They are about to be turned into the cold, cold streets unless someone pays their arrears in rent, which amounts to fifty dollars."

"How terrible!" exclaimed the lady. "May I ask who you are?"

The sympathetic visitor applied his handkerchief to his eyes.

"I'm the landlord," he sobbed.

Once in a Lifetime!

Greene: "Did you ever hear an after-dinner speech that was really worth while?"

Dean: "Only once. Last night I dined with an old acquaintance and he, said: 'Waiter, bring me the check.'"

Otherwise a Loss

He came home in the wee hours of the A. M. to find the Mrs. waiting up for him. "John," she demanded sternly, "are you intoxicated?"

"Hope so, m' dear," he mumbled cheerfully. "The stuff cost me twenty dollars."

Oh—Very Likely

Kelly: "D'ye think Casey'll git time off for good behavior?"

Hoolihan: "I dunno. What's he in for?"

Kelly: "Beatin' up his wife, four policemen an' two detectives."

Wage Slaves, Perhaps

(Two ads—same day—from the Pittsburg Sunday Press)

WANTED—Active old men and boys to sell on trains. Apply News Stand B. & O. depot.

Take home an active old man with you for a quarter.

WANTED—Men under 35 at night for cleaning. Apply 401 Bindley Bldg., Seventh Ave. and Grant. Bell Telephone Co. of Pa.

No age limit in the daytime, whether they're clean or soiled.

The Memorial Bells of France

(Continued from page 9)

has passed into our national tradition; our two young soldier poets, Alan Seeger and Joyce Kilmer; and, beloved in peace as in war, Frederick W. Galbraith, Jr., who at the time of his tragic death in 1921 was National Commander of The American Legion.

The town chosen to receive the bell given in honor of Colonel Galbraith is Ivroy, where he was wounded during the Meuse-Argonne offensive. The curé of Ivroy voiced the joy and appreciation of all the people in a letter received by the American Committee last January. He wrote:

Your letter of the 8th inst. astonished me. I learned therein for the first time that an American colonel had been wounded in my sector. How often should I have proclaimed this glorious and touching event in the ten or eleven villages that I have been serving since the Armistice! The good people of Ivroy, if they knew the fact, had never thought to tell me of it, and so last Sunday at mass, gently and softly (for I love them), I scolded them for this omission.

I could hardly believe your first letter promising the bell. I thought I must be dreaming! But all is well, the beautiful bell has come. It is in the mairie, where I have been to gaze upon it with jealous and happy eyes.

I cannot yet say when we can baptize it, for the work of repairing our church is still unfinished. When I can I will send you the information, and beg you meanwhile to convey all our thanks for this memorial that so deeply touches our hearts.

The baptismal ceremony to which the curé refers is quaint and charming, for a church bell is treated almost as if living and sentient, so revered it is. A bell in memory of Randolph Brown, captain of Infantry, U. S. A., was dedicated a few weeks ago at Juvigny in the Aisne, captured in 1918 by troops of the 32d Division, and the ceremony was typical of the charm and simplicity that has marked the dedication of all our memorial bells.

Almost every inhabitant of Juvigny was present at the baptism, dressed in his Sunday best. This little village happens to be the birthplace of the present bishop of Soissons, and he graciously agreed to perform the ceremony himself.

It is hard to imagine anything more touching than the attempt to beautify the ugly wooden barrack that serves as Juvigny church. The windows seem to be stained cut-glass of beautiful design, but a closer view proves them to be common glass covered with colored papers ingeniously cut out to represent the usual designs of church windows.

On the occasion of the christening the interior was covered with flowers. At the end was an improvised altar, the altar ornaments of polished brass made from empty shells picked up on the battlefields. The building was full of people with quiet, serious faces, and among the most interesting guests were twenty war orphans in charge of Sisters of Charity, who had been brought from Soissons, ten miles away.

The bell was suspended from a little scaffolding in the center of the church,

its inscription covered by a christening robe of real lace, which will later serve to decorate the surplice of the priest. Beside it stood the godmother and the godfather, and to the left knelt a group of six little boys in red cassocks and white surplices, while to the right were five old priests, four of them, including the bishop, having seen service in the trenches during the war.

The bishop washed the bell inside and out, anointed it with oil, and purified it with burning incense, while the priests chanted and the orphans sang hymns of baptism. Still accompanied by the clear high voices of the children, the bishop sounded the first deep note of the bell, and after him came the godmother and godfather and all the members of the village, each anxious to sound the note of such good omen for their village.

Another specially interesting gift is that of three bells, constituting exquisite chimes, for the church at Thiaucourt, near which is situated one of the permanent American cemeteries. The chimes are the gift of friends of Capt. Oliver Beaty Cunningham. As this was written, plans were being perfected for the baptism to take place Memorial Day. The American Legion was to be represented.

Perhaps the most touching gift of all is one that came to the American Committee from Henry G. Crosby of Paris, who wrote: "I am extremely anxious to present a bell in honor of a buddy of mine, and would like to give it to a town we were in during the war." The town chosen was Longpoint, Aisne, and the buddy so honored and loved was Aaron Davis Weld, United States Infantry.

List of Memorial Bells

FOLLOWING is a list of bells given to French villages in honor of American soldiers. The list includes the name of the village to which each bell has been given, date of christening, inscription on the bell (which, it will be noted, is sometimes in English, sometimes in French), and name of donor. Note, in several instances, the pretty custom of giving to each bell a name all its own:

BLERANCOURT, October 23, 1921. "A l'église de Blerancourt à la mémoire de ARTHUR ELLIS HAMM, 326ème d'Infanterie U. S. A. Mort pour la patrie le 14 Septembre 1918 à l'âge de 26 ans. Je m'appelle Caroline Elizabeth." Donor, Mrs. Arthur E. Hamm, second vice-president, American Committee.

ST. PIERRE AIGLE, February 21, 1922. "A l'honneur et à la mémoire de Lieutenant VICTOR CHAPMAN de l'Escadrille Lafayette. Mort pour la France." Donor, John J. Chapman, Sylvania, Barrytown-on-Hudson, N. Y.

JUVIGNY, October 8, 1922. "To the church of Juvigny in cherished memory of RANDOLPH BROWN, Captain, U. S. Infantry. Je m'appelle Ann." Donor, Miss Jessie Brown, Utica, N. Y.

PONT ST. MARD (Blerancourt), September 16, 1921. "A l'église de Pont St. Mard en souvenir du Capitaine FREDERICK BENNETT REECE, R. E., Alt. R. F. C., mort le

21 Avril 1918. Je m'appelle Marguerite Elizabeth." Donor, Mrs. Spencer Kello Utica, N. Y.

SELENS, December 4, 1921. "A l'église Selens en souvenir de du Lieutenant GASTON BARTON, U. S. A. Requiescat in pace." Donor, Cincinnati Branch, American Committee, Mrs. Charles Anderson, chairman.

ST. AUBIN, November 27, 1921. "L'église de St. Aubin en souvenir de SAMUEL WIGGINS SKINNER, U. S. A. Requiescat in pace." Donor, Cincinnati Branch, American Committee, Mrs. Charles Anderson, chairman.

CRECY-AU-MONT, May 28, 1922. "Offerte à l'église de Crecy-au-Mont en souvenir de JOYCE KILMER. Mort pour la patrie." Donor, Poetry Society of America.

LANDRICOURT. "Offerte par la Poetry Society of America à l'église de Landricourt en souvenir de ALAN SEEGER. Mort pour la patrie." Donor, Poetry Society of America.

LEULLY-SOUS-COUCY, September 25, 1922. "A l'église de Leully à la mémoire de WILLIAM COLEMAN ATKINS, U. S. A. Je m'appelle Sallie Anne." Donor, Mrs. William H. Coleman, Indianapolis, Indiana.

IVOIRY. "Offerte à l'église de Ivroy par Mrs. Charles Ditson en souvenir du Colonel FREDERICK W. GALBRAITH, JR., né le 6 Mars 1874, mort le 9 Juin 1921. Colonel au 147ème d'Infanterie, U. S. A. 'Sans peur à la paix comme à la guerre.' Je m'appelle Marie Esther Frederica." Donor, Mrs. Charles H. Ditson, New York City.

BONY, April 30, 1922. "Cette cloche est offerte à l'église de Bony par la famille de Lieutenant ALLAN MATHEWS, 132ème d'Infanterie Américain. Tombé au champ d'honneur le 3 Aout 1918." Donor, F. H. Norcross, New York City.

VENDHUILLE, June 2, 1922. "Offerte à l'église de Vendhuile par LUCIUS SALISBURY en souvenir des officiers et des soldats du 106ème Régiment d'Infanterie, Corps Expeditionnaire Américain, 1918. Je m'appelle Jeanne Georgette." Donor, Lucius Salisbury, New York City.

BELLEU, September 3, 1922. A chime of three bells. The middle one is engraved as follows: "A la mémoire des aviateurs marins et soldats Américains morts pour la liberté et le droit 1914-1918. Je m'appelle Hubertine Martine Achille Marie Madeleine. Je sonne la liberté!" Donor, Miss Mary Martin, American Committee.

THIAUCOURT. "En souvenir du Capitaine OLIVER BEATY CUNNINGHAM, Corps Expeditionnaire Américain. 'Il n'y a pas de plus grand amour que de donner sa vie pour ses amis.'" Each of the three bells carries the same inscription with the exception of their names, which are Sarah, Lucy and Jeanne D'Arc. Donors, Joseph R. Barroll and other friends of Captain Cunningham, St. Louis, Missouri.

FAUCOU COURT. "Offerte à l'église de Faucoucourt par The Verse Writers' Club de Los Angeles. En souvenir de FRED S. FIELD, Soldat de 1ère classe, 163ème Campagne d'Ambulance. Mort à l'âge de 24 ans. Je sonne en l'honneur de Notre-Dame des Anges. Je m'appelle Jeanne D'Arc." Donor, The Verse Writers' Club, Los Angeles, California.

LONGPOINT. "Offerte à l'église de Longpoint en souvenir de AARON DAVIS WELD, U. S. Infantry. Mort pour la patrie. Je m'appelle Félicité. J'ai eu pour marraine Pollée Crosby. J'ai eu pour parrain Harry Crosby." Donor, Henry G. Crosby, Paris.

Our Merchant Air Service

(Continued from page 6)

sidies as are granted air lines in Europe could be expected here. Yet the United States Government has aided, directly or indirectly, in establishing other modes of transport—roads, canals and railroads. It should not sidetrack this policy to the disadvantage of aerial transport.

And what of European commercial air supremacy? We have been told of the network of airways honeycombing continental Europe and the British Isles, with printed time-tables and the other paraphernalia of an efficient railroad. According to Professor E. P. Warner of the Massachusetts Institute of Technology, the truth is that while the actual flying time between terminals is fairly well on schedule the hours of arrival and departure listed in the time-tables merely constitute a set of numerals. It is rarely that the schedule is maintained within half an hour, and departures one and two hours behind schedule time are common.

American tourists, as a class, are the best patrons of the European airways. Managers of the lines place the percentage of American air voyagers at forty percent of the total traffic, but Professor Warner declares that in his own experience 85 percent of the patrons were fellow-countrymen.

HOW does commercial aviation at home compare with its development abroad? There are approximately 125 aviation companies, or individuals, carrying passengers, and occasionally merchandise, for a consideration, on something approaching regular schedules, at various seasons of the year, within the continental limits of the United States. Forty are established on a sound business basis. Of first importance, due to its transcontinental nature and the regularity of its service under every weather condition, is the United States Air Mail. In one fourteen-month period its airplanes flew 2,000,000 miles without a single fatality. Using remodeled army airplanes, it carried mail daily from New York to San Francisco with a punctuality of schedule very close to 95 percent. To do this required 372 employees, of whom only 39 were fliers, and the cost was consequently high, but from one to two days in time was saved.

On the whole this is a praiseworthy performance, but Colonel Frank Searle, managing director of the Daimler Airways, leading British air transport company, analyzes the situation in the cold light of business. The air mail has 70 airplanes. The average distance flown per day by each plane is 64 miles. The speed of these planes was one hundred miles an hour. A motor transport company that uses its trucks less than one hour a day would not be a business success, declares Colonel Searle. To be self-supporting the colonel declares that planes must average 500 miles a day as a minimum and be ready for as much as 750 miles a day. Colonel Searle pushed one machine in his fleet to fly 110,000 miles in less than nine months—the best previous record of a single machine was 80,000 miles in three years.

The air mail is now experimenting with ships specially designed for that service, and with safety features to make night flying safe.

The biggest commercial aviation concern at home is Aeromarine Airways. This company, operating a fleet of hydro-airplanes, is pointed to with pride as proof positive that commercial aviation will pay without being subsidized by the Government. How much money this company makes it is impossible to learn, but certainly it is not losing money. It was denied with some emphasis that the company has particularly succeeded because its service was offered on an amusement basis rather than for plain commercial utility.

In the summer it operates boats from New York to Atlantic City. Its winter schedule is from points along the Florida coast—Palm Beach, Miami, Key West—to Havana, Nassau and Bimini—from domestic resorts peopled by persons of leisure and means to points which might be popular because of lack of restrictive laws in reference to liquors. This company has a contract for the transportation of mail from Key West to Havana, but its greatest profits are derived from the transport of passengers. The pilots employed are the best obtainable, including such flyers as Roland Rohlfs. Expert mechanics maintain the motors and planes in as near perfect condition as is humanly possible.

In view of what has been said of the hesitancy of capital to invest in commercial aviation without governmental regulation one naturally inquires why this company should go ahead without such protection. The answer is that the craft used are seaplanes and therefore the potentialities for damage to property in the event of a forced landing are minimized. The aviation companies or individuals who now fly overland are risking whatever personal fortune they may possess in the event of causing damage in a forced landing or accident. Without legal precedent a judge might hold that the flyer is responsible for the perfect mechanical functioning of his craft and order a verdict that would completely wipe out the flyer.

PERHAPS the most interesting development assured for the present year is the establishment of an air-line from New York to Newport, Rhode Island. Vincent Astor, naval war aviator and descendant of the original John Jacob Astor, sold air travel to his exclusive Newport neighbors in commuting by hydro-airplane from New York to his country house during the past two summers. By air Newport is ninety minutes from Fifth Avenue, and there are no encounters with crude and impossible persons en route. But the airway may be traveled by persons of moderate means in the near future. There is a dependable little airplane on the market which may retail at less than \$500, and in quantity production this cost could be considerably reduced. The air will not long remain exclusive.

Another commercial project, which

certainly will not go forward until there is Federal regulation of the air, is a proposed dirigible balloon service from New York to Chicago, with a promise of extension across the continent. An investigating corporation has been at work on this project for two years and its feasibility has been established. In co-operation with German dirigible engineers—and Germany is the acknowledged leader in this phase of air transport—details have already been perfected for the construction of a luxurious air liner, and the investigation is now confined to an ascertainment of safety. If a hundred percent factor of safety cannot be depended on, the promoters, all men of means and responsibility, are ready to scrap the whole plan. An airship differs from an airplane in that with every motor disabled it would still remain afloat. With a dead motor, or motors, an airplane can only glide to earth within a limited area, depending on its altitude. The most buoyant gas known to science is hydrogen, but hydrogen is highly inflammable and when mixed with a small proportion of oxygen—five percent or more—it is a deadly explosive. But a new buoyant gas, helium, has been produced in some quantities, and although possessed of slightly less ascensional force than hydrogen, it is non-inflammable. The combustion of hydrogen has been a factor in every lighter-than-air tragedy, although not necessarily the primary cause. Helium, in the opinion of the writer, constitutes the complete safety factor in dirigible transportation.

IT is my opinion that dirigibles will establish confidence in the safety of air travel before airplanes come into general civil use. The airplane makes a snapper appearance and is much better advertised as a means of air travel at this time. The dirigible, in addition to a safety factor not possessed by the airplane, has a greater "useful lift," greater space accommodations for passengers and freight. The dirigible is necessarily a long distance craft; like the ocean liner, it requires time and work to dock and it cannot be operated profitably between stations less distant from each other than five hundred miles. The airplane can take off and land with a minimum of delay and therefore is naturally better adapted to short flights. The airplane is much speedier than the dirigible and is more easily maneuvered. Therefore there can hardly be competition in the realm of the air. One craft supplements the other.

Aside from regulation, the one thing needed to establish commercial aviation as a reality is capital. Who will supply it? Air transportation for passengers and freight by either airplane or airship will be in the experimental stage for the next five years at least. It certainly is no investment for the person of moderate means. The details of capital investment, maintenance costs, overhead and depreciation can only be proved by experience. It might be done in three years, certainly not less, and until these things are worked out in

detail no one can say with authority that so much capital invested should earn so much in dividends.

These are the honest facts acknowledged by the leaders of the aviation industry, and to their credit let it be recorded that they are doing their utmost to protect the gullible investor. For dishonest promoters are cashing in on the romantic appeal of flying. It is the favorite play of these wildcatters to organize a company using the names of men of some aviation experience. Through chambers of commerce and, in some instances, through municipal authorities, they have brought forth some such a slogan as "Put Tanktown on the Air Map" and by drawing a historic parallel between the town that got the railroad and the one that didn't, have aroused community spirit to an extent where the citizens backed up their civic pride with hard-earned dollars.

IN the last two years an authority declares that commercial aviation companies, organized only to make the dollars fly into the pockets of their dishonest promoters, have been capitalized to the amazing total of fifty millions of dollars. To be sure, not all this stock was unloaded on the credulous, but certainly there was a heavy direct loss to investors, with a resultant black optic for any legitimate stock financing for air transport in later years. The experimental work must be financed by men of means, and the flat statement may be made that regardless of facts and figures presented by promoters to prove the dividend possibilities of air transport, it is no speculation at this time for the person who cannot afford to lose.

Federal regulation of the air is reasonably assured within another year. The telephone was financed when it looked like a freak invention by men of vision and imagination. Certainly the utility of the airplane and its commercial possibilities are more apparent today than was the telephone at a similar stage in its development.

Passenger revenue is the chief asset of air transport. Four things must be assured to patrons—safety, comfort, regularity of schedule and a cost that is not excessive when the time-saving factor is considered.

The airplane advertises its misfortunes because it is still a spectacular vehicle of travel. In the popular mind flying is a dangerous pastime. Military aviation, with its too-frequent tragedies, has contributed largely to this general apprehension of the air. The other unhappy air-hazard advertising medium is the gypsy pilot. Officials of the Aeronautical Chamber of Commerce estimate that as high as seventy percent of civil aviation accidents are chargeable to the gypsy. But after all, both of these classes of flyers get down to a famous psychological advertising analysis: "Never mind what they say about you as long as they talk about you." They have awakened the interest of a nation in flying. Aviation is new enough to command national newspaper space when a fatality occurs. It was so in the early stages of the automobile, and it will probably continue so for a time.

Scientific and mechanical advancement has progressed since the war to a point where a manufacturer may sell

you an airplane with a guarantee that in case of aerial mishap you will land right side up, provided you don't collide with a telegraph pole or other obstruction on the way down. The postponed Federal air regulations provide for the establishment of landing fields and for meteorological service to warn pilots of approaching storms and storm areas, both of which would reduce air accidents.

This would necessarily limit accident causes to three factors—a poor pilot, a faulty craft, or a faulty engine. All of these things are regulated by the proposed licensing authority in the Federal regulations. But they are subject to the limitations of human administration.

There are many war-trained flyers available as pilots in this country. A brief training period would qualify them for commercial work. A good pilot is possessed of flying temperament, which, if analyzed, would probably assay a high percentage of daring. No safer and more conservative pilots could be found than the flyers in the air-mail service today. Yet it was not so long ago that an air-mail pilot would think nothing of flying fifty miles off his course and making what he termed in his report a forced landing—to call on a friend. Yes, the friend wore skirts. One air-mail pilot was suspended for three months because he tried his accuracy in flight at knocking the bronze cap off a church steeple with the cross-bar of his landing gear. Army flyers like to try to hang a bird in flight on the guy wires of the wings. The air-mail service has disciplined such frivolity out of its pilots, and commercial companies will do the same.

The gypsy is being eliminated to some extent by local authorities. A famous woman aviator was barred from a state fair of prominence on the judgment of the management, and many other fairs followed suit. Many gypsies ended their own careers. Others saw the writing on the wall. The gypsy is not now the serious problem he was two years ago.

IN Europe the average fatality in commercial aviation is one to 400,000 passenger miles. Safety is increasing every year. The average in commercial aviation here is one to 384,000 passenger miles, or one might travel safely from New York to San Francisco 150 or more times before, on the law of averages, one would meet with a fatal accident. Flying is safe, and if you don't believe it consult an aircraft insurance company. Sentiment is a quality unknown to an insurance actuary.

The mail service has demonstrated regularity of schedule of service in all sorts of weather through the day and it now is preparing to inaugurate night flying. Plans have been perfected for the first illuminated airway from Chicago to Cheyenne, Wyoming. Great flood-lights of five million candle power will mark a landing field at every twenty-five miles of the route, and smaller beacons will be placed every three miles between landing fields so that a pilot may always have three guiding beacons to align the course of his ship. Certainly it is an inexpensive method of building a highway.

Cost is listed fourth in requirements because the time-saving element offered by air travel has as many values

as there are passengers. Time is money—how much money depends on the individual. On a straight comparative mileage basis, air travel, where now available in the United States, is considerably higher than railroad transportation. It costs \$75 for a one hundred mile passage from Key West to Havana. The flying time is 75 minutes. The 125-mile flight from New York to New port will cost \$30. A Pacific coast company has a fixed rate of forty cents a mile for long distance flights. Railroad fares average three cents a mile, not including Pullman. Air mileage in Europe, heavily subsidized, costs travelers but eight cents a mile, and it has been figured that on well-patronized airways, were it not for national competition, the companies could operate at a profit on a rate of fifteen cents a mile without the subsidy. The cost here is coming down. The average for 1921 was 55 cents a mile. For 1922 it was 42.8 cents a mile.

AN experience of the Daimler Airways of England is interesting. Colonel Searle wanted more patrons on the lines operating from Manchester to London and from London to Amsterdam, Holland. He reduced fares to equal the fares by train and steam. By air Amsterdam was four hours and thirty minutes from Manchester. By boat it was 18 hours, with the inconvenience of transfers from train to boat and a rough channel passage as additional discomfort. Yet there was no increase in air travel. Colonel Searle therefore decided that personal fear is the greatest handicap to the growth of commercial aviation. From his long experience in transport of every character—rail, bus and air—he is qualified to speak as an expert. But that experience is not necessarily applicable to the United States.

The carrying of freight and express by airplane is still a nebulous element whose worth must be proved by experience. There are projects for letting air-mail contracts at a rate of so much per pound. Robert E. M. Cowie, a vice-president of the American Railway Express, is interested in any project to speed express matter by air, and all he wants is a guarantee of regularity of schedule and maximum compensation. No one has yet been able to tell him what the cost would be.

There is another side to civil aviation, an important side in the light of preparedness. If there is no demand for airplanes there is no reason for manufacturers to maintain factories at an annual loss and to spend huge sums in scientific research. Industrial preparedness is a phase of military preparedness. The factories must be operated constantly to be ready for war production. And similarly it is a wise policy to have a reserve of trained air pilots. It takes two years to make a military flyer. A large part of that two years is in fundamental instruction, engine design and maintenance, theory of flight and practical training. It would not take long to convert a civil pilot into a military aviator. The French air policy has been described as an attempt to rule the ether as Britannia rules the wave. Civil aviation should be a reserve of military aviation. Just now we have no civil reserve worth bragging about.

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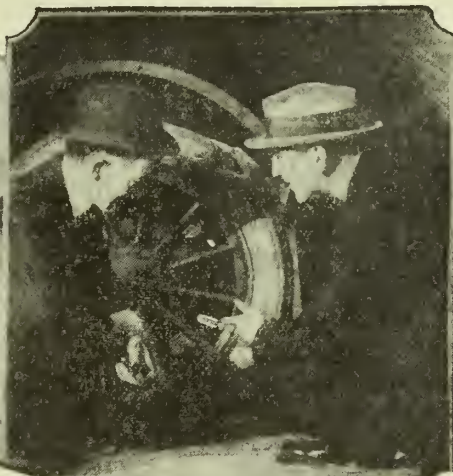
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ALABAMA. DECATUR: Morgan County Post, \$10; BIRMINGHAM: J. D. P. Arnold, \$2.50.

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ARIZONA. PHOENIX: Celora M. Stoddard, \$10; TEMPE: William Bloys Post, \$17.

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COLORADO. OLATHE: Spiers Dennis Post, \$4.

CONNECTICUT. BRANFORD: Corcoran Sundquist Post, \$20

HARTFORD: Rau Locke Post, \$615; Jane Delano Post, \$25; CHESTER: Houghtaling Alexander, \$20; BAH, \$1; GLASTONBURY: \$1; Glastonbury Post, \$25; NEW MILFORD: C. M. Moore & Baum, \$5; C. D. Pulver, \$2.50; H. D. Pulver, \$2.50; C. M. Beach company, \$5; Evelyn Sacatoff, \$1; P. M. Cassidy estate, \$1; Mrs. F. J. Hosford, \$1; Albert Evitts, \$1; Dr. B. E. Bostwick, \$1; Anonymous, \$1; S. Boynton Ferriss, \$1; John Adams, \$1; the Nettletons, \$2; Ezra Woods Post, \$7.50; Anonymous, \$1.

DISTRICT OF COLUMBIA. WASHINGTON: Department of District of Columbia, \$1,100; Warren G. Harding, \$50; Society of Veteran Officers of Third District of Columbia Infantry, \$10.

DELAWARE. DOVER: Walter L. Fox Post, \$15.

FLORIDA. WEST PALM BEACH: Palm Beach Post, \$50; MADISON: Homer F. Browning Post, \$10; BRADENTOWN: Augustine V. Baker, \$50.

IDAHIO. Nampa: Joseph Murray Post, \$10; BOISE: Parma Post, \$10; MONTPELIER: Montpelier Post, \$10.

ILLINOIS. MARISSE: Robert F. Arnold Post, \$15; Auxiliary Robert F. Arnold Post, \$10; COLLINSVILLE: Leighton Ewalt Post, \$10; BRIDGEPORT: Bridgeport Post, \$10; CHICAGO: M. R. Baty, \$5; Lavandale Crawford Post, \$50; W. H. Blackburn, \$9.92; Chippily Post, \$10; H. J. Altman, \$1; Chicago Midco Post, \$25; Danville Post, \$5; Ralph W. Jones, \$1; Seneca, \$2; Kask, \$2; CARLYLE: Auxiliary to Ruf Marchant Post, \$10; PAXTON: C. Edwin Johnson, \$1; RIVERSIDE: Riverside Post, \$10; BERWYN: Berwyn Post, \$25; SPRINGFIELD: Sangamon Post, \$12.30; CAPRON: North Boone Post, \$10; MOLINE: Moline Post, \$25; SALEM: A. Christman, \$2; ORION: Earl R. Peterson, \$1; JACKSONVILLE: Robert W. Bland, \$2; ANTON: M. Chelton, \$1; ST. LOUIS: Liberty Post, \$5; BLUE ISLAND: Blue Island Post, \$25; NEPONSSET: Marie Girvin Post, \$7.50; ST. JACOB: Busson Messenger Post, \$5; LAKE FOREST: George A. McKimloch, Jr., Post, \$15; FARMERSVILLE: Farmersville Post, \$10; TROY: Troy Post, \$5; EAST MOLINE: East Moline Post, \$10; STEGER: Steger Post, \$5.

INDIANA. MT. VERNON: Thomas L. Underwood, \$1; Owen Dunn Post, \$1; William J. Hamilton, \$1; ST. LOUIS: Liberty Post, \$5; ELBERFELD: Elberfeld Post, \$5; WAYNETOWN: Walter B. Remley, \$1; AUBURN: DeKalb Post, \$5; FAIRBANKS: Fairbanks Post, \$20; LOGANSPOST: Cass County Post, \$24; KNIGHTSTOWN: Auxiliary to Knightstown Post, \$5; KNIGHTSTOWN Post, \$5; FT. WAYNE: Ft. Wayne Post, \$30.25; SHARPSVILLE: Ralph Hanley Cox Post, \$10; AURORA: Keith Ross Post, \$11; INDIANAPOLIS: Emma Larson Post, \$5; NEW CASTLE: Howard R. Smith Post, \$5; INDIANAPOLIS: Rev. F. A. Hayward, \$3; Parry Stephenson Post and Auxiliary, \$10; Auxiliary to Paul Coble Post, \$10; CICERO: James Eagan Post, \$5.

IOWA. CENTERVILLE: Auxiliary to Ray C. Walden Post, \$5; INWOOD: Carl W. Hanson, \$1; ELDON: Post 206, \$5; IDA GROVE: D. W. Wicker, \$2; Reese F. Kier, \$2; Ross R. Latcham, \$2; CLINTON: Mrs. N. T. Hendrix, \$5; DES MOINES: Harry J. Connor, \$2; THOR: Bert Lanning Post, \$3; MARSHALLTOWN: Auxiliary to Frank Lewis Glick Post, \$5; LANGDON: Lucy L. Harvey, \$5; Fred H. Lohof, \$2; BLOOMFIELD: Mrs. H. C. Moore, \$2.

KANSAS. LEBANON: Andrew Sink, \$1.50; KANSAS CITY: C. E. Elliott, \$10; OTTAWA: Mrs. Annie S. Vebel, \$5; SPEKA: Auxiliary to Department of Kansas, \$10; DELPHOS: H. C. Marley, \$2; GOVE: George M. Scott Post, \$15; MARYSVILLE: E. O. Cooper, \$1; H. L. Wollenberg, \$1; KANOPOLIS: Fort Barker Post \$2.60; LAKIN: Shepherd Moore Post, \$16.40; ALTOONA: Ward Shaffer Post, \$4; LEBEO: Lebo Post, \$5; PAOLA: Miami County Post, \$40; ALMA: Ed. Palensky Post, \$14.20; WAKEBERRY: Moore Post, \$12; EMBERTON: Barker Post, \$5; Poyr Post, \$7.20; VORCE City, \$10; Farnel Scott Post, \$20; HANOVER: Clement J. Farrell Post, \$7.50; BARNARD: Parsons Buckworth Post, \$5; HOLYROOD: Holyrood Post, \$16.23; SYRACUSE: (H. F. B. H. Post, \$6; MULVANE: Auxiliary to Paul S. Irwin Post, \$3.80; Paul S. Irwin Post, \$11.27; HOKIE: Sheridan Post, \$16.80; MCPHERSON: Harry B. Dorst Post, \$21.80; JOHNSON: James Clark Post, \$5.00; HIWATHA: Homer White Post, \$2.75; Poyr Post, \$7.20; VORCE City, \$10; GARDEN CITY: Harry H. Kenick Post, \$23.40; HAMILTON: Ben Worford Post, \$10; LACROSSE: Glen S. T. VanDexter Post, \$24.20; FALL RIVER: Fall River Post, \$5.40; ESKRIDGE: Cary Post, \$4.60; REPUBLIC: Republic Post, \$13.80; ISABEL: Lorraine Post, \$9; MILTONVALE: LeRoy V. Fary Post, \$7.00.

KENTUCKY. DAWSON: Springs: Hospital Post, \$202.17; Charles Osborne, \$1; Warrick Sullivan, \$1; Dean Henry, \$1; PADUCA: Chief Paduke Post, \$75; LOUISVILLE: D. T. Mize, \$1.

LOUISIANA. FOREST HILL: K. E. Gunter, \$2; BEAUREGARD: Beauregard Post, \$5; NEW ORLEANS: George Tongus, \$2; Vic J. Ganci, \$1.

MAINE. TOGUS: Jean Bicknell Post, \$5; MARS HILL: T. M. McGee, \$1; BEADSBY: John S. Allen, \$1; BRUNSWICK: George T. Fries Post, \$10; WALDOBORO: Fred E. Jackson, \$2.

MARYLAND. BALTIMORE: German H. H. Emory Post, \$90.10; U. S. Marines Post, \$50.05; Kierker Post, \$5; GANESVILLE: C. C. Nathan, \$2.

MASSACHUSETTS. ORANGE: Orange Post, \$10; BOSTON: EX-A. E. F. Nurse, \$2; IPSWICH: Ipswich Post, \$10; WESTBORO: East B. Stowell Post, \$10; SOUTHBRIDGE: Southbridge Post, \$10; ASHBURNHAM: Ashburnham Post, \$10; LAWRENCE: Lawrence Post, \$10; AMESBURY: G. Earnest Waltz, \$1; TURNERS FALLS: W. A. Ayer, \$5; WENHAM: Norman D. Prince Post, \$5; LUDLOW: Ludlow Post, \$25; UNBRIDGE: Auxiliary to Charles A. Rice Post, \$5.

MEXICO. TAMPOCO: William E. McMahon, \$5; Teachers and pupils of the American school, \$14.

MICHIGAN. DETROIT: Charles A. Learned Post, \$49.50;

ST. CLAIR: Charles J. Fulton Post, \$5; HANCOCK: Alfred Erickson Post, \$15; ST. LOUIS: Williams Fields Post, \$5; ESCANABA: Cloverland Post, \$5; HILLSDALE: Leigh A. Wright Post, \$5; FOUNTAIN: FOUNTAIN, \$1.

MINNESOTA. HOWARD LAKE: Howard Post, \$5; CURRIE: Lionel Boudreau Post, \$5; SILVER LAKE: Dr. H. C. Dresel, \$1; BEARDSLEY: August Altheide Post, \$20; HETTERDAL: Floyd N. Knudsson Post, \$14; MINNEOTA: Minneota Post, \$10; JORDAN: Robert Patterson Post, \$5; WHEATON: Morton Dale Post, \$5; BEMIDJIE: Ralph Grace Post, \$10; Auxiliary to Ralph Grace Post, \$5; HAYFIELD: Keith Post, \$5; NASHWAUK: Walter Riley Post, \$5; LESUEUR: LeSueur Post, \$10; CLOQUET: Carl Anderson Post, \$10; CROCKSTON: Nels T. Wald Post, \$12; FOSSSTON: Tangen Post, \$7.30; FERTILE: Fertile Post, \$5; KEOWATIN: Venier Post, \$5; BARNUM: Kjalmer Peterson Post, \$3; LAKE PARK: Gustave L. Hangerard Post, \$5; PELICAN RAPIDS: Victor Cornell Post, \$10; ST. JOSEPH: John Kubeck Post, \$10; ROUND LAKE: Charles Olson Post, \$5; CROFTREY: Charles Olson Post, \$5; TWO HARBOUR: Oscar Anderson Post, \$5; RUSSELL: George C. Johnson Post, \$5; LAKE BENTON: Auxiliary to Post 10, \$5; CAMBRIDGE: Auxiliary to Post 290, \$5; GRANITE FALLS: Auxiliary to Post 69, \$2; IVANHOE: Auxiliary to Post 194, \$5; GILBERT: Auxiliary to Post 138, \$20; WALKER: Auxiliary to Post 134, \$10; RED WING: L. C. Peterson, \$10; WAKE: White Bear Post, \$5; HENDERSON: Auxiliary to Post 7, \$5; ST. PETER: William R. Witt Post, \$10; ST. PAUL: LAND: Ray Keenan Post, \$5; JANEVILLE: Janesville Post, \$5; NEW YORK MILLS: Stinar Sturdevant Stolz Post, \$5; WILLMAR: Austin P. Hanson Post, \$25; MORRIS: Walter Tripp Post, \$10; A. B. Hunt, \$5; HOPKINS: A. R. Blaine, \$2.50; TACONITE: Whitley Bennett Post, \$5; STRATHCONA: Stephen Gust Post, \$5; BYRON: ST. JOSEPH: H. H. Brewster Post, \$10; MOUNTAIN: WACONIA Post, \$10; NEW RICHLAND: Andrew Borgen Post, \$5; MOOREHEAD: Melvin E. Heart Post, \$10; WABASHA: Wabasha Post, \$10; BROWN VALLEY: William Krensing Post, \$10; ST. CLOUD: Wallace Cate Post, \$10; WINDOM: Windom Post, \$10; D. A. Noble, \$1; PINE RIVER: Mrs. Albert P. Hall, \$1; Sophia H. York, \$1; AURORA: Thomas Quagly, \$9; CHATEAUL: Harold H. York Post, \$10; HERRING: Herring Post, \$10; MOUNTAIN IRON: N. J. Henderson Post, \$5; NORTHFIELD: Northfield Post, \$10; HERMAN: C. Walter Larson Post, \$10; GARVIN: Victor Hegge Post, \$5; ALBERT LEA: Leo Carey Post, \$10; PINE CITY: Auxiliary to Post 51, \$3; FAIRMOUNT: Auxiliary to Post 36, \$5; PLAINVIEW: Auxiliary to Post 179, \$5; ELY: Auxiliary to Post 248, \$10; LANESBORO: Auxiliary to Post 8, \$5; MINNEOTA: Auxiliary to Post 9, \$5; WINSTON: Auxiliary to Post 407, \$5; ALPHA: Auxiliary to Post 213, \$5; MAELIA: Madelia Post, \$10; MADISON: Lac qui Parle Post, \$15; LUDWIG: Dell Hogan Post, \$10; GLYNN: Glyndon Post, \$23; DULUTH: David Wisted Post, \$25; KASSON: Adolph Oseith Post, \$10; WORTHINGTON: Arthur Cabrin Post, \$25; HANCOCK: Charles McArthur Post, \$5; ROBINSON: West-Ad. Robinson Post, \$5; HERRING: Herring Post, \$10; ST. PAUL: PARK: Ritz Dingle Post, \$5; CLARKSFIELD: J. Ben Johnson Post, \$10; SHAKOPEE: Shakopee Post, \$2.50; BLOOMING PRAIRIE: Otto T. Lund Post, \$5; MINNEAPOLIS: Mr. and Mrs. C. D. Winter, \$5; Theodore Peterson Post, \$10; Auxiliary to Post 279, \$5; Raoul Lubery, \$10; Mrs. Sandy Hamilton, \$2; Mark Hamilton Post, \$10; Z. L. Begin, \$2.50; Lydia Whitehead Post, \$10; Frank Vernon, \$10; ST. PAUL: Mrs. William J. Hamilton, \$10; PINE CITY: Auxiliary to Post 5, \$5; St. Paul Post, \$20; Ray H. Foots, \$1; P. L. O'Toole, \$1; William E. Thorle, \$1; F. A. Munch, \$3; St. Paul Nurses, \$10; E. S. Donaldson, \$5; Mrs. Charles W. Legendorf, \$1; NORCROSS: Oscar Hillestad Post, \$5; HARTLAND: Lundberg Lee Post, \$5.

MISSISSIPPI. CRYSTAL SPRINGS: Hilton Collingham Post, \$5.25.

MISSOURI. JOPLIN: Mrs. J. M. Everson, \$1; E. S. Bishop, \$1; Bessie Bishop, \$1; ULRICH: L. C. Boyles, \$5; ST. LOUIS: Charles H. Duncker, Jr., Post, \$10; Clarence J. Reinhamer, \$1; Atwell T. Lincoln Post, \$10; NEW HAVEN: New Haven Post, \$5; KINGSTON: Hootman Waggoner Matchet Post, \$5; KENTHANY: Mrs. J. C. H. Montgomery Post, \$13.25; MILTON: Olen G. Corbin Post, \$5; KANSAS CITY: William Holmes, \$1; BLAND: George W. Lacey, \$1; J. E. FORTNELL: J. E. Kinkead, \$2.

MONTANA. MELSTONE: Victory Post, \$5; CHINOOK: Carol N. Corner, \$1; BOZEMAN: Gallatin Post, \$14; BIG TIMBER: In memory of Oscar J. Solberg, \$10; HAYRE: Hayre Post, \$13; BAKER: Gene Stratton, \$1; Fallon Post, \$10; NORTH PLATTE: Robert P. Sheeran, \$2; HEARON: Arthur Post, \$10; RED LODGE: Corbin Post, \$10; JORDAN: Garfield Post, \$5; HELENA: Lewis and Clark Post, \$17.

NEBRASKA. HEMINGFORD: James Barry Post, \$5; SUTHERLAND: Auxiliary to Otto V. J. Johnson Post, \$10; BYRON: Rudolph P. Decker, \$1; TEKAMAH: LaFrent Post, \$10; C. W. Giltner, \$10; BRADY: Joe McGee Post, \$10; NEBRASKA: Nebraska Post, \$25; VILLAGEVILLE: Chester A. Parsons Post, \$5.

NEVADA. FALLON: Churchill Post, \$5; YERINGTON: Dr. and Mrs. E. Leavitt, \$5; Lyon County Post, \$5.

NEW HAMPSHIRE. NEWPORT: Claude J. Brewster Post, \$25; LEBANON: Arthur G. Guyer Post, \$10; LACONIA: Frank W. Wilkins Post, \$1; KEENE: Forest Post, \$5; MOUNTAIN: MOUNTAIN Post, \$10; MILTON: Olen G. Corbin Post, \$5; GOSESTOWN: Wesley Wymann Post, \$5; HILLSBORO: Gleason Young Post, \$10.75; BERLIN: Ryan Scammon Post, \$5; Concord: George W. Mortill, \$5.

NEW JERSEY. ATLANTIC CITY: Dr. Samuel Stern, \$5; Thomas Young, \$5; EAST ORANGE: East Orange Post, \$10; J. D. Wasson, \$1; WEST NEW YORK: Charles A. Clark Post, \$5; H. E. WATERSON: Raymond Pellington Post and Auxiliary, \$40; CARLETON: C. W. Rulon, \$2; TRENTON: Joseph M. Lane Post, \$5; NEWARK: W. Malcolm MacLeod, \$1; DUNELLEN: Dunellen Post, \$10.

NEW YORK. BUFFALO: J. W. Nolan, \$1; John A. Bochat Post, \$25; FREEPORT: William Clinton Slory Post, \$25; MOOSEPORT: H. Rynalski, \$2; NEW YORK CITY: Lewis M. Tbiery, \$10; 49th Street Post, \$15; Charles A. Clark Post, \$5; 125th St. Post, \$10; BRONX: Young Post, \$3; 125th St. Post, \$10; CANANDAIGUA: W. A. Westburg, \$1; ASTORIA: Astoria Post, \$5; GILBOA: Gilboa Post, \$25; LOONIS: Glenn R. Stevens, \$3; GREENWICH: Auxiliary to Liberty Post, \$10; PEARL RIVER: John W. Doscher, \$2; ONEIDA: F. J. Bowen, \$2; RICHMONDVILLE: Ralph Sperbeck Post, \$5.

NORTH CAROLINA. FAYETTEVILLE: Clinton B. Tillingharn, \$5.

NORTH DAKOTA. JAMESTOWN: Auxiliary to Post 14, \$10; Dr. John D. Carr, \$1; PORTAL: Woods Roan Post, \$5; BROCKET: Royal O. Gray Post, \$5.
OHIO. ST. PARIS: Keith Crider Post, \$5; CRESTON: Creston Post, \$10; BRIDGEPORT: Service Star Legion, \$10; RAWSON: Levi B. Williams, \$3; OTTAWA: Leo J. Kerner Post, \$15.40; joint contribution of Clarence Halker Post, READING, and Guth Brothers Post, LOCKLAND, \$35; AKRON: Summit Post, \$25; RUSSELLVILLE: Walter Miller Post, \$5; MARION: Bird McGinnis Post, \$50; LIMA: Auxiliary to William Paul Gallagher Post, \$5; Mrs. L. I. Schummons, \$1; WOODVILLE: Clarence L. Norman Post, \$5; ORRVILLE: G. R. Klopstein, \$5; COLUMBUS: Alice Kinkade, \$3; Mary Welling, \$5; PLYMOUTH: Ebel Post, \$2; TROY: Clifford Thompson, \$25; FREDERICKTOWN: Auxiliary to Joe Cocamur Post, \$1; ELYRIA: Elyria Post, \$100; Auxiliary to Elyria Post, \$15; SHADYSIDE: Mrs. Joseph A. Thompson, \$5; MALTINA: Frank F. Beech-amer Post, \$10; ALBANY COURT HOUSE: Paul H. Huchey Post, \$15; PORTSMOUTH: James Dickey Post, \$20; Mr. VERNON: Mr. and Mrs. Albert Faddis, \$2.50; POMEROY: Drew Webster Post, \$20; NEVADA: Nevada Post, \$10; DEGRAVE: Lyman Doane Post, \$5; SYCAMORE: Auxiliary to Post 250, \$5.
OKLAHOMA. SHAWNEE: John P. Arnold, \$1; ENID: John Sieboddick, \$1; OKLAHOMA CITY: Ashby Lovelace, \$5; Dr. E. H. Suhl, \$1; Earl M. Simon, \$1; Mrs. Earl M. Simon, \$1; King D. Simon, \$1; C. B. Dollard, \$1; BEAVER: Beaver Post, \$5; MUSKOGEE: James F. Smith Post, \$15.15; OKMULGEE: Dudley C. Munk, \$10; SULPHUR: Platt National Park Post, \$5; GUYMON: Delius Bratton Post, \$10; CASHION: Dijon Post, \$5; POND CREEK: L. Morahan, \$1; WATONGA: R. C. Brown, \$5; ARDMORE: H. B. Fell, \$5; BEGG: Glen E. Leslie, \$5; DRUMRIGHT: Wren Gray Post, \$15; WEWOKA: William S. Key, \$10; CUNTON: Youth 261, 40 and 8 Society, \$5; GRANITE: Ted Vaugh Post, \$5; WOODWARD: Mrs. Anna O. Patterson, \$3; TEMPLE: Taylor Hunt Post, \$15; B. and O. Cash Store, \$10; South Side Service Station, \$1; Dolman Grocery Company, \$1; Temple Meat Market, \$2; E. G. Etzold, \$2.50; Farmers State Bank, \$2.50; First National Bank, \$2.50; Auxiliary to Taylor Hunt Post, \$5; W. M. Weant, \$1; KINGFISHER: Keith Lowry Post, \$1; BARTLESVILLE: Auxiliary to Bartlesville Post, \$32.
OREGON. WAUNA: H. M. Boyd, \$4; COTTAGE GROVE: Calvin Funk Post, \$15.
PANAMA. CRISTOBAL: Gilbert S. Waid Post, \$10.
PENNSYLVANIA. PHILADELPHIA: Thomas B. Fales Post, \$5; Thomas Roberts Knuth Marine Post and Auxiliary, \$100; T. D. Hooper, \$2.50; Bullock Sanderson Post, \$5; Norman Hulme, \$3; ERIE: Elizabeth Sproul, \$2; RENOVE: Remembrance Post, \$5; CHAMBERSBURG: Burt J. Asper Post, \$10; BUTLER: Frederick O. Blankenship Post, \$20; AVALON: Auxiliary to Avonworth Post, \$10; LOCK HAVEN: Auxiliary to William Marshall Crawford Post, \$5; HERSHEY: Hershey Post, \$10; Elizabeth High, \$1; Ivan L. Mease, \$1; Paul R. Gingrich, \$1; Robert H. Sattazahn, \$1; Paul G. Shultz, \$1; Irvin H. Slesser, \$1; Edward B. Lewis, \$1; Howard S. Bomgardner, \$1; Jacob H. Ebersole, \$1; Arthur G. Whetzel, \$1; Edwin W. Schwenk, \$1; Norman Z. Stahle, \$1; Robert J. Whittle, \$1; David H. Sattazahn, \$1; Otello Cappelli, \$1; Harold M. Weishaupt, \$1; Paul W. Miller, \$1; John W. Brenberger, \$1; SEWICKLEY: Mrs. George P. Rose, \$3; HUGHESVILLE: Glenn Sharrow Post, \$3.50; SCRANTON: Dr. M. I. Pentecost, \$2; STROUDSBURG: George N. Kemp Post, \$40; WILMERDING: Auxiliary to George Weshinghouse Post, \$5; YORK: York Post, \$20; UNIONTOWN: Keystone Automobile Corporation, \$18.25; SIXON and Laughrey, \$3; FALLS CREEK: E. E. Swineford, \$2; NORTH EAST: Lake Shore Post, \$8.79; PHOENIXVILLE: Samuel A. Whicker Post, \$5; LYCIPPUS: George R. Aukerman, \$2; TIMBLIN: Grant Smith Post, \$5; ELLENTOWN: Herbert Paul Lentz Post, \$1.50; MIFFLINTOWN: Juniata Post, \$6.50; TAYLOR: Taylor

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THE District of Columbia leads all departments of the Legion in the continental United States proportion of amount raised to its quota and was the first department within the United States to exceed its quota of the Graves Endowment Fund. New Mexico was nearly over when the accompanying table was compiled, and Connecticut was on the way. But Argentine Legionnaires had raised more than twice their quota. Mexico Legionnaires had raised almost twice their quota, and Cuba Legionnaires had gone ten percent over their quota. Here's the list of departments in the continental United States as they stood on May 4th:

Dist. of Col.	1.138	Utah . . . . .	.112
N. Mexico . . . . .	.888	California . . . . .	.110
Connecticut . . . . .	.464	New York . . . . .	.107
Maryland . . . . .	.380	Wisconsin . . . . .	.100
Michigan . . . . .	.260	Ohio . . . . .	.090
Virginia . . . . .	.253	New Jersey . . . . .	.086
Arizona . . . . .	.241	Illinois . . . . .	.081
S. Carolina . . . . .	.239	Maine . . . . .	.073
N. Hampshire . . . . .	.233	Nebraska . . . . .	.072
Mississippi . . . . .	.224	Oklahoma . . . . .	.072
Kentucky . . . . .	.221	Nevada . . . . .	.064
Wyoming . . . . .	.214	Oregon . . . . .	.060
Kansas . . . . .	.210	Massachusetts . . . . .	.056
Delaware . . . . .	.199	Louisiana . . . . .	.051
Florida . . . . .	.180	Texas . . . . .	.046
Alabama . . . . .	.175	Georgia . . . . .	.042
Idaho . . . . .	.172	Missouri . . . . .	.039
Montana . . . . .	.157	Arkansas . . . . .	.037
Vermont . . . . .	.147	Washington . . . . .	.032
Minnesota . . . . .	.133	Iowa . . . . .	.029
Tennessee . . . . .	.127	Rhode Island . . . . .	.028
Colorado . . . . .	.124	N. Carolina . . . . .	.023
Indiana117	W. Virginia023
N. Dakota113	Pennsylvania017
		S. Dakota013

Cal. 30.

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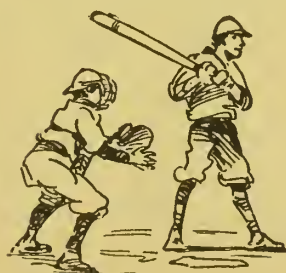
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Post, \$25; SCHWENKVILLE: Roy S. LeRoy Post, \$5; EMPORIUM: Olkosky Jessop Post, \$10; TARENTUM: Annie S. Toepfer, \$5; POTTSVILLE: Robert B. Woodbury Post, \$25; J. Parke Hood, \$1; Harry W. Brink, \$1; Joel Cookson, \$1; D. S. Gressang, \$1; John Keenan, \$1; James Cantwell, \$1; Walter Farquhar, \$1; John Kaiser, \$1; Walter Graef, \$1; Samuel Lee, \$1; Dr. Walter A. Bacon, \$1; Leonard Delph, \$1; Albert Vogt, \$1; Harold B. Seiders, \$1; William B. McCool, \$1; James McConnon, \$1; Earl Spanuth, \$1; Esther E. Maley and Thomas A. Rehr, \$1; Harvey Derr, \$1; Russell E. Munch, \$1; John E. Schlottman, \$1; Arthur J. Wemer, \$1; Wesley K. Woodbury, \$10; Mrs. Katherine G. Smith, \$5; Mrs. Ruth G. Woodbury, \$3; Mrs. D. S. Gressang, \$1; Mrs. Morris Shearstone, \$1; Ida Mortimer, \$1; Mrs. William J. Hurley, \$1; Mrs. J. Wood Mussina, \$1; Mrs. J. E. Schlottman, \$1; Ruth Wilson, \$1; Mrs. E. B. Writth, \$1; Mae Wilson, \$1; Mrs. Cora Moll, \$1; Mrs. Runkle, \$1; Miss A. Griesbaum, \$1; Mrs. Charles A. Schlottman, \$1; Mrs. John J. Moore, \$1.

SOUTH CAROLINA: SPRINGFIELD: H. J. Bailey, \$1.
SUMMIT: L. L. Raymond, \$1; CENTREVILLE: Frank Holcombe Post, \$5; PARKER: George E. Sperbeck Post, \$10; PUKAWANA: Newman Millage Post, \$10; FULTON: Fulton Post, \$5; FRUITDALE: Fred D. Melton, \$1; McLAUGHLIN: Eugene Younghawk, \$1.

TENNESSEE: ST. ELMO: James Craig Lador Post, \$2; LUDIN: Ludin Post, \$5.

TEXAS: HOUSTON: Auxiliary to Thomas Dimmuke Post, \$8.20; GALVESTON: George C. Garther, \$5; DALLAS: Dr. E. W. Breiham, \$10; PLAIN VIEW: Auxiliary to Ray Blakemore Post, \$6; SABINAL: Nettie Peters, \$3; CUERO: Dinter Post, \$13.80.

UTAH: WELLSVILLE: Wellsville Post, \$3; MOHRLAND: Mohrland Post, \$10; SALT LAKE CITY: Estella McMauw, \$5.

VERMONT: WELLS RIVER: Earl Block Post, \$2; RUTLAND: Rutland Post, \$25; MORRISVILLE: Morrisville Post, \$11; SPRING-

FIELD: Ernest N. Brookings, \$1; ST. ALBANS: Auxiliary to Green Mountain Post, \$50; BRATTLEBORO: Pearl T. Clapp, \$5; RANDOLPH CENTER: Robert D. Whitmore, \$1; DERBY LINE: Auxiliary to E. Gordon Cosby Post, \$25.

VIRGINIA: HAMPTON: H. Whitmore Brown, \$5; WINCHESTER: Mrs. Harry C. Lupton, \$1; NORFOLK: Epworth League of Memorial M. E. Church, \$2.45.

WASHINGTON: RAYMOND: Mrs. R. A. Pope, \$5; SEATTLE: W. J. Robbins, \$1.

WEST VIRGINIA: THORPE: S. S. Wheat, \$3; KIMBALL: Garland Ashworth, \$2; HUNTINGTON: Huntington Post, \$209.58; WISCONSIN: IRON BELT: E. A. Lindstrom, \$1; PEWAUKEE: PEWAUKEE Post, \$10; STURGEON BAY: Arctic Lakeshire Post, \$14; Dr. J. E. Simpson, \$1; SHEBOYGAN: W. J. S. Sellsmeier, \$1; Nels E. Jensen, \$1; PEPIN: Henry G. Johnson Post, \$6.50; PRAIRIE FARM: Elmer Holum Post, \$5; CAZENOVA: John McNamara and sons, \$5; SEYMOUR: Robert Krause Post, \$10; REEDSVILLE: Joseph Goss Post, \$5; Erwin C. Cary, \$2.50; WAUSAU: Talbot Montgomery Post, \$15; CAMERON: Bernard Pieper Post, \$5; NEW RICHMOND: Raymond Butler Post, \$5; Auxiliary to Raymond Butler Post, \$5; MONROE: Glen Zimler Post, \$25; SUPERIOR: Mrs. H. A. Nelson, \$1; T. L. Jostad, \$1; OSHKOSH: Alley H. Cook Post, \$57; ABBOTSFORD: Charles Hanson Post, \$4; LAKE GENEVA: Frank Kresen Post, \$11.25; KENOSHA: Kenosha Post, \$10; FOND DU LAC: Patrick Clancy, \$5; BEAVER DAM: William Berger, \$1; John Cunningham, \$1; George Draheim, \$1; H. Reckner, \$1; Carl M. Becken, \$1; John E. Miller Post, \$65.25; DEPERE: William Heesacker, \$15; WABENO: Sylvan Post, \$10; NEOPIT: Jess MacDonald, \$1; COON VALLEY: Coon Valley Post, \$18; ALMA: Martin Orth, \$1; Alma Post, \$17.60.

WYOMING: LANDER: O. H. Arnold, \$2; RAWLINS: Anonymous, \$1; DEVER: Fred D. Griffith Post, \$10; BUFFALO: Auxiliary Department of Wyoming, \$36; KELLY: B. L. Coulter, \$1.

The Road of Remembrance

THE death of a friendless young soldier, a Greek by birth, provided the inspiration for one of the most touching memorials yet created by members of the Auxiliary for World War veterans. The youth served gallantly overseas,

was wounded, and returned to the land of his adoption. But his wounds, exposure and hardship brought illness and death. The public burial ground—the potters' field—was destined to be his last resting place, when the Auxiliary

Rules for the Second National American Legion Essay Contest

SUBJECT: "Why America Should Prohibit Immigration for Five Years."

NATIONAL PRIZES: First, \$750; second, \$500; third, \$250.
[To be used for scholarships in colleges indicated by the winners.]

STATE PRIZES: First prize in each State will be a silver medal; second prize, a bronze medal; third prize, a certificate of merit.

Rules:

- All girls and boys between the ages of 12 and 18 years, inclusive, are eligible to enter this contest.
- Only one essay to a person.
- Essay will not be over 500 words in length.
- Only one side of paper to be used. A margin of one inch must be allowed on either side of paper.
- After essay is completed paper should be neatly folded, not rolled.
- Spelling, penmanship and neatness will be considered in judging the winner.
- Age will also be given full consideration.

Date:

All essays must be received at a place designated by the county superintendent of schools not later than midnight of October 12, 1923.

County Judges:

The county superintendent of schools is asked to select three judges whose duty it will be to choose the best essay for their country. The Americanism officer of the county shall co-operate in every way with the superintendent of schools and the judges of the contest. The winning essay of that county should be forwarded to the Department Americanism Chairman of The American Legion not later than midnight of November 1, 1923.

Department Judges:

The state superintendent or school commissioner of the state schools will be asked to select three judges for his State. The duties of the state judges will be to select the three best essays from the winners in the counties of the State. These essays shall be forwarded to the National Americanism Director of The American Legion, Indianapolis, Indiana, not later than midnight of November 15, 1923. These essays shall be enumerated first, second and third.

The national winners will be announced a few weeks after November 15, 1923.

Pledge:

At the end of each essay the following pledge must be signed:

"I hereby pledge my word of honor that I have written this essay myself. I am — years old."

.....
(Signed) Name of contestant

.....
Street Address

.....
Town

.....
Date

to U.S.S. *Tampa* Post of Tampa, Florida, became interested.

As an outgrowth of that interest a lovely plot of ground on a hill along Tampa's memorial highway was bought and dedicated with the burial of the Greek Legionnaire as a "little Arlington."

Mrs. O. N. Bie, president of the unit, describes its location as follows: "It is on the memorial highway, now called 'The Road of Remembrance,' dedicated by the citizens of city and county to those who died in the service. The road is fourteen miles long, marked at each end by a fine monument, and planted for its length with water oaks and pink and white oleanders. On each oak will be placed a copper plate bearing a veteran's name."

LEGION LIBRARY

Book Service

BOOKS of particular value to individual Legionnaires and to Legion post libraries are made available to readers of the Weekly through special arrangements with the publishers. In some instances these volumes are offered at a considerable reduction from the original sales price.

PICTORIAL HISTORY OF THE 26TH DIVISION. Five hundred official pictures of Yankee Division activities. Group pictures of divisional units showing ten thousand recognizable faces. Brief history of the division. Honor roll. Citations. Foreword by Maj. Gen. Edwards. 320 pages, 8 x 11 inches. Price: Cloth, \$5; leather, \$8.

THE VICTORY AT SEA. By Rear-Admiral William Sowden Sims. The story of the convoys, destroyers, submarines, subchasers, mine barrages, naval land guns, and other phases of the work of the United States Navy in the World War. 410 pages. Price: \$3.20.

THE TURN OF THE TIDE. By Jennings C. Wise, Lt. Col., Hist. Sec., General Staff, A.E.F. An unembellished, accurate account of Cantigny, Chateau-Thierry and the Marne-to-the-Vesle fighting, in which the 1st, 2d, 3d, 4th, 26th, 28th, 32d and 42d Divisions participated. Maps. 255 pages. Price: \$1.60.

OUR 110 DAYS' FIGHTING. By Arthur W. Page, son of the late Ambassador Walter Hines Page. A concise story of the organization and combat participation of American troops from Cantigny to the Armistice. Tabloid histories of all A. E. F. divisions. Maps. 283 pages. Price: \$2.50.

OUR GREATEST BATTLE. By Frederick Palmer. A comprehensive account of the Meuse-Argonne offensive by America's foremost war correspondent, who saw all of the divisions in action. Maps. 617 pages. Price: \$2.50.

HISTORY OF THE 79TH DIVISION. An official account of its organization, fighting and return home. Honor roll. Citations. Over 200 photographs. 510 pages. Price: \$5.

HISTORY OF THE 29TH DIVISION. Official. Complete story of the Blue and Gray division. A complete divisional roster. 81 pages of photographs. 493 pages. Price: \$5.

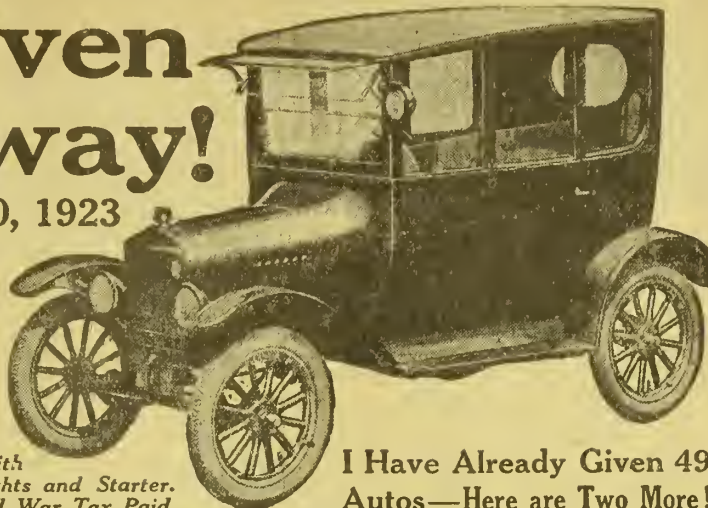
HISTORY OF THE FOURTH DIVISION. Official history of the organization, training, fighting, occupation days and return home. Illustrated. Price: \$2.

Prices listed are net and include packing and mailing charges. Send order with remittance to the Legion Library, 627 West 43d Street, New York City.

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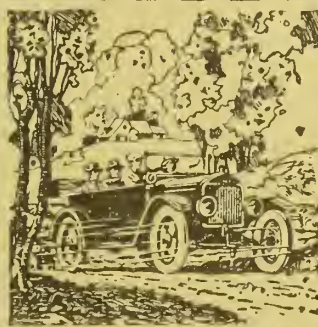
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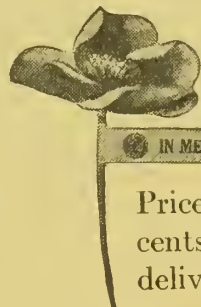
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Don't lose this last opportunity to raise funds for your Post through the sale of poppies. The fact that these poppies will be sold by the Legion to aid in raising the quota for the Graves Endowment Fund and other worthy purposes has been widely advertised. Now it is up to your Post to meet the demand.

You must act quick. If your Post has delayed taking some definite action call a special meeting at once. Estimate the number of poppies you believe can be sold in your community and place your order at your earliest opportunity.

Hundreds of posts have placed their orders

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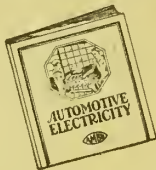
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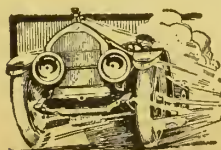
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The Profiteer Hunt

(Continued from page 17)

questions of audit and contract interpretation.

A brother of Newton D. Baker, former Secretary of War, was financially interested in the Engle Aircraft Company of Cleveland when that concern obtained a contract to build planes at cost plus ten percent. When the Secretary learned of this he offered the company a choice of one of two courses of action: Either Mr. Baker (the Secretary's kinsman) should sever all connection with the firm or the firm should surrender its contract. Mr. Baker retired.

Every person who is sincerely interested in the punishment of actual profiteers, whoever they may be, and in the recovery of monies unlawfully paid to contractors should rejoice that this happened. It strikes a dangerous and effective weapon from the hands of those who are trying, from one motive or another, to discredit and impair the Government's efforts in this direction; it deprives such opposition of another opportunity to raise the cry of politics and shout discredit on the whole activity by branding it as a political maneuver. The Engle matter cannot be dismissed as a partisan attempt to get former Secretary Baker to embarrass his party.

Though small, the Engle case illustrates exceptionally well what former Assistant Secretary of War Benedict Crowell called the "vicious" nature of the cost-plus contract. The more it cost to manufacture a plane, the greater were the profits of the Engle Company. For example, the company charged the Government for lawyers' fees in the sum of \$2,048 which Air Service auditors declare had no relation to the war contract. And not only did the Government pay this bill, but it paid an additional ten percent, or \$204.80, for the privilege of doing so. Contrary to Treasury rulings the company collected \$19,990 for plant guards, and on top of that it salted away a profit of \$1,999. Football, baseball and basketball teams were outfitted at an expense to the Government of \$215; taxes paid amounted to \$842 and directors' fees to \$741—all of which payments, the Government contends, were illegal, and on all of which the contractor reimbursed himself, not only for the sum itself, but the sum plus ten percent. The Engle Company has been asked to refund \$26,439.

Increase by a few thousand times the amounts in the foregoing recital and you will have a more accurate conception of the crimp the cost-plus form of contract put in the national wallet during the war. Two lines in the auditors' report on the Hayes-Ionia Company of Grand Rapids, Michigan, tell the story over again. This concern manufactured airplane parts. Government investigators found its records badly confused, but they report overpayments as follows:

Paid to guards, \$4,196.25; paid to company as profit, \$419.62; total, \$4,615.87.

From the Lewis Spring and Axle Company of Chelsea, Michigan, the War Department has demanded the return of \$17,387. The principal item is \$10,273, which the department contends was paid to the company on the

account of the United States Spruce Corporation, which furnished materials to the Lewis concern. The contractor failed to turn over this sum to the spruce corporation, the War Department avers, and the Government was obliged to pay this bill a second time.

Dinners to directors, "excessive" salaries to company officials, bonuses and illegal charges for "depreciation," including office furniture, give a rough idea of how government investigators say the Grand Rapids Airplane Company helped to make the war expensive to Uncle Sam and profitable to themselves. To be explicit, the Air Service investigators charge that this concern made the war just \$364,628.32 more expensive than it should have been.

Just how much the Government will be able to recover from this contractor, or from the others whose transactions have been discussed in these articles, is a matter of conjecture. Despite every refuge that is open to the contractor, despite the truth of the maxim that possession is nine points of the law, recoveries in many instances should be large—practically the full amount demanded by the Government. In other cases the Government will be obliged to compromise and take what it can get, principally because the assets of the concerns involved have been dissipated, as in the case of the Lincoln Motor Company.

The profits of the Lincoln Company were nearly \$14,000,000, which included a bonus of several millions. Before the Government was ready to press for a settlement the company's assets commenced to disappear. As late as October 10, 1919, eleven months after the war, the board of directors voted a personal bonus of \$50,000 each to Henry M. Leland, president, and his son, Wilford C. Leland, vice-president of the company. This gratuity was in addition to the \$100,000 annually which the Lelands drew as salary. At the same time \$30,000 in bonuses, amounting to 125 percent of their annual salaries, were given to two others of the company's officials. Some time thereafter the company went into bankruptcy and the Government's claim for \$9,188,000 fell upon the shoulders of creditors who had no part in the company's wartime profiteering.

Last February the case was settled by compromise in the Federal Court at Detroit, the Government excepting \$1,550,000 which came from the pockets of creditors and not from the pockets of those who profited by bonuses, boosted profits and other manipulations by which the Lincoln company gained \$13,987,000.

When the Department of Justice, after many delays, began action on its claim against the Lincoln Company, Attorney General Daugherty wrote the President that the case presented "possible grounds for criminal proceedings." It is presumed that the Attorney General went deeply into this question of criminal action and abandoned it. Fraud, as a criminal offense, is one of the most difficult offenses in law to prove. In the statutes it is called "actual fraud," as distinguished from "constructive fraud," on which merely civil recovery suits may be based. To establish actual fraud in

any of these cases it is necessary to prove premeditated attempt to swindle the Government, which means virtually the introduction of evidence showing that some party to a conspiracy admitted that it was his intention to defraud the Government. This was not possible in the Lincoln case, so Mr. Daugherty was limited to a civil action which recovered seventeen cents on the dollar.

As far as the writer is able to learn, none but civil actions are contemplated in any of the Air Service cases which may presently go to the courts.

Five Days More—Give Your Bit

(Continued from page 11)

over the country, Hospital Post No. 169 of the Veterans Bureau Hospital at Dawson Springs, Kentucky, contributed \$205.17, an average of almost a dollar for each member.

Two Ohio posts afforded an index to general Legion sentiment in sending in their contributions. President Harding's home-town post, Bird-McGinnis Post of Marion, wrote as follows:

"Our post is not able to contribute all that it would like to owing to the fact that we engaged in raising a fund to erect a memorial monument in our memorial burial plot in the local cemetery, which we are taking care of. However, the committee in charge of our fund has authorized the transfer of \$50 to the Overseas Graves Endowment Fund."

Elyria Post, composed of 150 members, contributed \$100 and wrote: "What we lack in numbers we will make up in spirit. If the goal is not reached by May 30th, we shall come across again to the extent of our ability."

This same spirit is reflected by John A. Boechat Post of Buffalo, New York, which forwarded \$25 with this comment:

"This is not the official contribution of John A. Boechat Post, but is the amount contributed by those who attended the A. E. F. comedy, 'Sittin' Pretty,' presented by our post this week. We shall send you additional funds after May 14th, our next meeting. We shall also lend every effort to assist the campaign of our Erie County committee, which should begin late the coming week."

Rogers Israel Post of Erie, Pennsylvania, has written explaining that it delayed starting a general campaign in Erie until an opportune time, and adds:

"We have just made arrangements with the Erie Dispatch-Herald to conduct a campaign through the columns of that paper. The paper has agreed

to underwrite \$200, but of course subscriptions will exceed that sum. This is double the quota we fixed for Erie, considering the city's population in relation to that of the country."

Typical of individual Legionnaires who had postponed making contributions but had been impelled to act before the opportunity passed is John C. Donahue, manager of the Keystone Automobile Corporation of Uniontown, Pennsylvania. Mr. Donahue sent in \$18.25, explaining that everybody in his outfit, from the greasehound to the boss, considered it a privilege and sacred duty to do his bit.

"It suddenly dawned on me today that I must act at once in order not to be too late," wrote Mr. Donahue. "Then another thought came to me. Had my old gang here forgotten? I thought I would test it out, so I called 'em together and said: 'Fellers, The American Legion wants to be sure our comrades who remain in France will never be forgotten—it is raising a Graves Endowment Fund. How about helping them to do it?' The instant hearty response was inspiring. No, my old gang had not forgotten. It reminded me of the stirring days of 1918."

As this is written, the National Treasurer is beginning to receive contributions from Americans who first learned of the Graves Endowment Fund through their radio receivers. A simple announcement telling people how they might contribute to the fund was broadcast by principal radio stations in all sections of the country, and the letters now being received prove that no one needs to be urged to contribute to the Graves Endowment Fund—they need only to be told about it. With no other knowledge of the fund than that gained from the brief announcement transmitted to them through space, the great radio audience of America has shown that it wants to do its share.

Outfit Reunions and Notices

CONTRIBUTIONS for this column must be received three weeks in advance of the events with which they are concerned.

48TH INFANTRY—A reunion of all former officers of the regiment will be held in New York City this fall. Write Lt. Hugh J. Hannigan, Room 1050, Grand Central Terminal, New York City.

MARINES—First national All-Marine Caucus will be held in New York City June 6th. This will permit Marines who are planning to attend the Second Division Reunion in New York, June 7-9, to take in the Caucus also. Address Merle MacAlister, Chairman, Hotel Marie Antoinette, New York City.

SECOND DIVISION—Reunion, New York City, June 7-9. Program will include business meeting, theater parties, unit reunions, tour of

city, and day at West Point. Address J. A. Hughes, Room 802, 40 Rector st., New York City.

42D DIVISION—Fifth annual reunion, Indianapolis, Ind., July 14-16. Address Paul W. Peckman, Indiana Trust Co., Indianapolis.

324TH FIELD ARTILLERY—Second annual reunion, Newark, O., Aug. 31, Sept. 1. Address Leo T. Prior, 20 East Church st., Newark, O.

WOMEN'S OVERSEAS SERVICE LEAGUE—Annual reunion, Chicago, June 14-17. The league wants names and records of all American service women who died while doing relief work overseas from Aug. 1, 1914, to end of war. Address Mrs. Herman Auerbach, The Austin Apartments, Omaha, Neb.

117TH ENGRS., 42D Div.—Annual reunion at Columbia, S. C., June 7, 8. All Rainbow veterans invited. Address E. A. Keels, Columbia, S. C.

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INVENTORS

who derive largest profits know and need certain simple but vital facts before applying for Patents. Our book Patent-Sense gives those facts; free. Write Lacey & Lacey, 643 F St., Washington, D. C. ESTABLISHED 1869.

25 A DAY

Selling Shirts

Large shirt manufacturer wants agents to sell complete line of shirts, pajamas, and nightshirts direct to wearer. Advertised brand—exclusive patterns—easy to sell. No experience or capital required. Entirely new proposition. Write for free samples.

Madison Shirt Co., 503 Broadway, N.Y.C.

SEND FOR THE INTERNATIONAL CATALOG

Our net price list. Full line of auto bodies and accessories for Fords at Wholesale Prices. Save big money on bodies by buying Direct from Factory.

FOR FORDS—Prices from \$27.85 up. Factory to consumer direct—Pay only One Profit

INTERNATIONAL BODY WORKS, 914 W. Ohio St., Dept. 3D, Chicago, Ill.

ANYBODY CAN PLAY

So simple a child can play—by numbers instead of notes.

"FUN at parties entertainments, etc. SEND NO MONEY. Only your name and address. When FLUTA arrives, pay postman only \$2.75. We pay postage

PUBLIC TRADING CO.
263-5th Ave., Dept. 12 New York City

FREE—15 SONGS!

'Ten-shun, Post Officers!!

The Post Printing Service has prepared a circular showing a dozen illustrations which just cover the back of a postal card. These are humorous and their purpose is to increase post attendance, get the members out for dances, entertainments, or parades, appeal for payment of dues, etc. We print the postal cards and they reach you all ready for signature and mailing, with the possible exception of filling in dates. These postals carry real ideas. Just drop us a postal asking for Circular 2. Circular 1 shows illustrations of 66 cuts, any of which can be used in your post papers, circulars or programs. A department commander says these circulars should be at every Post Headquarters. Ask for them.

Post Printing Service

Operated by the
AMERICAN LEGION WEEKLY

627 West 43d St.
New York City

Oklahoma's Perfect Score

FIFTEEN bills supported by the Legion and fifteen bills passed—that is the record established by the Oklahoma department during the regular session of the State Legislature. Approval of the bills was almost unanimous.

During the ninety-day vigil the Oklahoma Legion not only completed an ambitious program of hospitalization which makes hospital facilities available to all disabled veterans, whether or not their disabilities are traceable to service, but also obtained the approval of a constitutional amendment providing for payment of compensation to Oklahoma veterans.

The constitutional amendment, which will be referred to a vote of the people at a special election, provides the following compensation to veterans who at the time of entering service were residents of the State: Cash compensation of \$30 for each month of service, with a maximum of \$250, or home aid providing a credit of \$50 for each month of service with a maximum of \$500 if applied on purchase or payments of a home or farm. The latter provision also allows the option of securing a loan not to exceed \$1,500 in addition at five percent to be repaid in twenty-five years.

Seven of the fifteen approved bills had to do with hospitalization and relief. Appropriations were provided for a ward building for neuro-psychiatric cases at the Oklahoma Central State Hospital, for additional ward buildings at the Soldiers' Tubercular Sanatorium, for a personnel building and grading of grounds at the Soldiers' Memorial Hospital, for grading grounds and paving road at the Sulphur Sanatorium, and for the maintenance of the State Soldiers' Relief Commission for the next two years. The Soldiers' Relief Commission was authorized to arrange for the sale of the Soldiers' Memorial Hospital to the Federal Government. An appropriation of \$100,000 was voted to be expended by the governor on recommendation of The American Legion and the Red Cross for the relief of destitute disabled veterans, their wives or widows, and their minor children.

Appropriate burial of indigent deceased veterans will be provided at State expense.

Needy veterans will be permitted hawking and peddling privileges without the payment of a license fee; property of all veterans up to the amount of \$200 is exempt from taxation.

Oklahoma can now be added to the States that have set aside November 11th, Armistice Day, as a legal holiday. The department headquarters of the Legion has secured offices in the state capitol in perpetuity, and a memorial hall has also been provided. A custodian for the memorial hall will be appointed by the governor on recommendation of the Legion.

The Legislature memorialized Congress in behalf of the FIDAC declaration of principles which was endorsed by the Legion at its Fourth National Convention in New Orleans. The declaration was the voice of representatives of fifteen million veterans in eight Allied countries demanding the establishment of an international court to outlaw war and urging universal disarmament.

Why Should I Send in This Coupon?

IF you are a man in any one of the three following classes, YOU SHOULD SEND IN THIS COUPON.

1—If you want more money and are willing to devote your spare time to the pleasant dignified work of representing The American Legion Weekly in your community, the coupon will bring you complete information.

2—If you wish to have a regular income of \$100 a week or more, The American Legion Weekly offers you the opportunity to do so. Full details follow the coupon.

3—If you are a loyal Legionnaire who desires to see the good influence of your organization spread everywhere, then it is your duty to act as the local representative of your own magazine, THE AMERICAN LEGION WEEKLY. The coupon gets the facts.

LOYAL LEGIONNAIRES

from all walks of life are representing THE AMERICAN LEGION WEEKLY in their own communities. Some of these men are giving only their spare time and are adding, in this manner, from \$1.50 an hour to as high as \$39.50 a week EXTRA TO THEIR INCOMES. Other comrades have taken on this work and are making it their sole occupation. These men never average LESS THAN \$100 A WEEK. When members of The American Legion are actuated only by the unselfish desire to see the organization grow and its good influence broaden, they represent the Weekly in a splendid manner. THEY NEVER FAIL, when talking with a service man or a person who is not eligible to membership in the Legion, to bring to their attention, THE AMERICAN LEGION WEEKLY and what a splendid national magazine it is.

Hundreds of subscribers are secured just as the result of casual conversations with a loyal Legionnaire, when he says to a friend, "LET ME SEND IN YOUR SUBSCRIPTION FOR THE AMERICAN LEGION WEEKLY. I know you will enjoy reading it and it will give you a CLEARER AND BETTER UNDERSTANDING OF THE GOOD WORK THE AMERICAN LEGION IS DOING."

There is a reason why everyone should represent THE AMERICAN LEGION WEEKLY. If you are a loyal Legionnaire, send in this coupon today and we will be glad to show you how easy it is to make \$1.50 an hour in your spare time or \$100 a week devoting your entire time and how you can increase and broaden the good influence of The American Legion.

SEND THIS COUPON

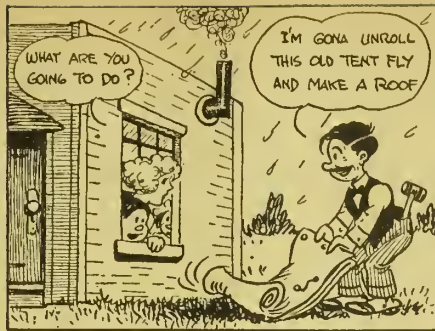
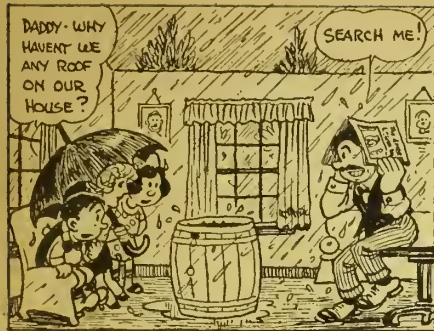
The American Legion Weekly
627 West 43d Street, New York City
Gentlemen: I'm interested, so please tell me without obligation, all about your plan.

Name.....

Address.....

City.....State.....

Legion Post.....



Raising a Roof with Coupons

Misfortune follows the Stave Hero like a ragged dollar bill following the line of street crap games during the slum era.

The old Bivouac-Buddy and family recently raised the roof from their home when it was discovered that the material in it was not advertised in our Weekly.

Buddy went back into the open air for a while, just to see if he could sleep in the rain when Jerry wasn't over and no last-squad quartette warbling about mademoiselle from Armentieres.

This outdoor life was easy picking for Buddy, but his family insisted on something overhead besides the stars, so the one-time warrior ordered "pitch tents" and hoisted his souvenir tent fly. When winter came on he made the roofing dugout style, by throwing up a barrage of earth.

Are the coupon skirmishers going to stand idly by and see the Buddy family with nothing more over head than a sniper in No Man's Land?

Now it looks as though Buddy's roof had been punctured by shrapnel or sparks from a roaring sibley. Neighbors must think the Ligneous Legionnaire brought back one of those French billets with Swiss cheese roof effect.

Coupons are mighty good salesmen but they are not good for roofing purposes.

Let's all help the Convex Comrade raise the roof. The sky is OK for a limit in a poker game, but not for a modern home.

Put your shingle on the dotted lines. Keep the Coupon Kid himself out of the rain. The war is over, why must the Barrel Buddy live on under a roof that leaks more than the old divisional bathhouses?

To Buddy in the Barrel,
627 West 43d St., New York.

I would like to see the following brands of roofing advertised in our Weekly.

Give reasons.....

This coupon is for all Legionnaires and Auxiliary Members to fill out. But if you are a dealer or salesman, please check..... dealer..... salesman. If not dealer or salesman, please state occupation.....

Name.....

Address.....

Post.....

OUR DIRECTORY

These Advertisers support us—I et's reciprocate. And tell them so by saying, when you write—"I saw your ad in

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American Automobile Digest.....	
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VJ. M. Lyon & Co.....	
VVVRedding & Co.....	
R. F. Simmons Company.....	
Sterling Diamond & Watch Co.....	

"BE IT RESOLVED, that with a firm belief in the value of our magazine—THE AMERICAN LEGION WEEKLY—as a national advertising medium; with the realization that due to limited subscription price and constantly increasing cost of production, the improvements which we desire to see in it will only be made possible through increased advertising revenue—and that increased advertising revenue depends primarily upon our support of advertisers in the WEEKLY—we hereby pledge our support and our patronage, as individuals, and as an organization, to those advertisers who use the columns of our official magazine—THE AMERICAN LEGION WEEKLY."

Resolution passed unanimously at the Second National Convention of The American Legion.

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VThe Florsheim Shoe Co.....	
VHart Schaffner & Marx.....	
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VVKahn Tailoring Co.....	
VVNu Way Stretch Suspender Co.....	
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of ADVERTISERS

our AMERICAN LEGION WEEKLY." Or tell the same thing to the salesman or dealer from whom you buy their products.

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LET'S
PATRONIZE
THEY
ADVERTISE

V SERVICE STRIPE—AWARDED ADVERTISERS WITH US REGULARLY FOR OVER SIX MONTHS. THE VV, VVV, VVVV, VVVVV AND VVVVVV STRIPERS ARE INCREASING. NOTICE THE ★. THIS IS THE INSIGNIA FOR THE CROIX DE COUPON, AWARDED WHEN THE SEVENTH SERVICE STRIPE IS DUE.

We do not knowingly accept false or fraudulent advertising, or any advertising of an objectionable nature. See "Our Platform," issue of December 22, 1922. Readers are requested to report promptly any failure on the part of an advertiser to make good any representation contained in an advertisement in THE AMERICAN LEGION WEEKLY.

Advertising rates: \$3.00 per agate line. Smallest copy accepted, 14 lines (1 inch). THE ADVERTISING MANAGER, 627 West 43d Street, N. Y. City.

THEY
ADVERTISE
LET'S
PATRONIZE

Look at these Profits

	JULY	AUGUST	SEPTEMBER
E.A. Sweet	\$ 925	\$ 891	\$1200
W.J. McCrary	\$ 751	\$ 865	\$ 703
P.L. Hamilton	\$ 640	\$ 270	\$ 721
J.F. Waters	\$ 693	\$ 425	\$ 305
B.E. Connors	\$ 611	\$ 424	\$ 613

Do You Want an Income Like These?

Are you willing to step into a position today, without training, without any investment, where you are absolutely *your own boss*, where you can set *your own hours*—work when and where you please—and have an income of \$50 to \$100 a week? Then send me your name and I will tell you how to get started.

I want 500 men to take orders for Comer All-Weather Rain-coats right in their own communities. I will make *you* the same offer I made Sweet, McCrary, Hamilton, Waters and Connors. Sweet was an underpaid mechanical engineer. Then he accepted my offer and in one month alone I paid him \$1200. McCrary was making \$2 a day, and now his earnings are close to \$7500 a year. No matter where you live, or what you do, you can increase your income if you will devote one or two hours each day to this proposition. *No experience is necessary.* I will furnish a complete selling outfit, will tell you what to say, how to make money. I will see that you get your profit the *same day* you earn it, without waiting, without delays.

Here Are Records of Actual Earnings

Harrington made \$377.62 in a month. Ed Wimberly made \$450.40. Wilson made \$459.90. Hamilton made \$721. Robinson made \$703.60. O. F. Hill made \$14.70 for a few

Spare Time Profits—

We have an excellent proposition for men and women who want to make from \$2 to \$5 an hour in their spare time. For full details just mail the coupon below and write "spare time" across the corner.

minutes' work. George Garon made a clear profit of \$40 his first day. R. W. Krieger made \$20 net profit in half an hour. A. B. Spencer made \$625 in his spare time one month. I now offer *you* the same opportunity.

No Investment Required

It is not necessary for you to invest any money. I will provide you with all the materials and instructions that you will need. In addition to the big regular profits I offer hundreds of dollars each month in

bonuses, so that you have unlimited opportunities to make big profits just as soon as you get my offer.

Send No Money

Without obligation to you, I will send you complete details of this proposition. I will show you how hundreds of men and women have been wonderfully successful. I know that this is a big opportunity for you. I know that *you, too*, can succeed, and I am willing to *prove* it to you, if you will just write your name and address on the coupon below and mail it to me.

Remember—it will not cost you one cent, you will be under no obligation. This may be the one outstanding opportunity of your life to get started on a proposition that will make you independent. Find out about it. Return the coupon today.

C. E. Comer
The Comer Mfg. Co.
Dept. F-440 Dayton, Ohio

Mail This Coupon NOW

The Comer Mfg. Co.
Dept. F-440, Dayton, Ohio

Please tell me how I can make from \$50 to \$200 a week as your representative. Send me complete details of your offer without any obligation to me whatsoever.

Name.....

Address.....

..... (Write or print plainly)